"All the News That's Fit to Print."

The New York Times.

THE WEATHER.
Rain Thursday; Friday, fair; brisk east to southeast winds, becoming variable.
For full weather report see Page 22.

VOL. LXI...NO. 19,808. * * * NEW YORK, THURSDAY, APRIL 18, 1912.—TWENTY-FOUR PAGES. ONE CENT In Greater New York, Jersey City, and Newark. | Elsewhere. TWO CENTS.

CARPATHIA HERE TO-NIGHT WITH TITANIC'S SURVIVORS; HER REPORTS SHOW 700 SAVED; 1,500 GONE TO DEATH; WIRELESS MERELY OUTLINES THE TRAGIC STORY

THE RESCUED.		THE MISSING.	
Cabin Passengers named	381	First Cabin Passengers	172
Steerage Passengers named	126	Second Cabin Passengers	189
Reported on Carpathia, but unnamed	33	Steerage Passengers	453
Crew, (estimated)	160	Crew	700
Total	700	Total	1,514

Carpathia Should Arrive With the Survivors Late To-night.

SCOUT CRUISER AS ESCORT

Messages from the Saved Relayed by Chester to Shore Stations.

CLEARING WIRELESS FIELD

Government Stops Sending at Coast Stations to Avoid Interference.

WILL QUESTION J. B. ISMAY

Congress to Demand from Him an Explanation of the Awful Disaster.

RESCUED LONG EXPOSED

Fear Growing That the Carpathia May Have Become a Floating Hospital.

Steaming steadily at thirteen knots an hour, the Cunard liner Carpathia, which left the scene of the White Star liner Titanic's foundering at 7:30 o'clock Monday morning with about 700 survivors, probably the only ones of the big ship's complement of 2,180 to be saved, came within wireless range yesterday of nearly a score of stations along the New England Coast. Operators, who, for two days, had listened anxiously for the first direct message from the Carpathia, keyed their instruments to catch the story of the disaster which had sent the biggest steamship in the world to the ocean's bottom and had occasioned a loss of life unparalleled in the history of the seas.

But the very number of those who sought communication with the rescue ship was a handicap. Atmospheric conditions were good, probably for the first time since the Carpathia pointed her nose for New York, but the maze of wireless flashes which darted from every station formed a hissing mixture from which scarcely a complete sentence could be picked by any receiving station.

No Response to Night Calls.

Toward midnight wireless conditions became better and the Siasconset station made efforts to pick up the Carpathia, but without success. The Siasconset operator called repeatedly, but received no news from the Cunarder. It was not known whether the Carpathia had passed out of range or whether her wireless operators, thinking there was little hope of communicating with land, were snatching a few hours' sleep. The Siasconset station had a large number of personal messages addressed to the Carpathia's Captain and to persons aboard.

Just before midnight the scout cruiser Salem began repeating the names of steerage passengers to the Newport Naval Station.

Later the Salem began sending the full list of names of the Titanic's steerage survivors to Newport. After more than a hundred had been relayed static conditions made it impossible for the receiving operators to read the wireless flashes. For this reason the operator on the cruiser suspended for a time, to resume later if conditions became better.

It is understood that the Salem has practically a complete list of the third-class passengers saved, as well as the names of the crew who were saved.

Is There a Censor on the Carpathia?

Beyond even the mystery of how the mammoth Titanic met her fate, another mystery evolved by the events of the past three days forced itself to the front last night.

Although the rescue ship Carpathia was within the zone of wireless communication for hours during the night and both shore stations and relaying ships were able to obtain from her long lists of survivors among the steerage passengers and receive numerous short messages from and to private individuals, not a word of matter dossed in the manner in which those aboard the doomed liner comported themselves in the face of impending disaster reached the shore.

The names of the first and second cabin passengers and the assurances which the Carpathia furnished that she had no more of these to offer, the word of world-wide interest demanded of the Cunarder was that which would reveal the long withheld secret of what took place on the Titanics' decks when it became known that the doom of the giant liner was sealed. But that word was not spoken. Neither was there any explanation forthcoming from the surviving officers of the Titanic as to how their ship came to strike the hidden obstacle in the ocean.

From the Marconi offices word came that repeatedly when the wireless working conditions were practically perfect, the Carpathia was asked to convey to the waiting world some idea of what were the momentous happenings on the Titanic in the terrible three hours and fifty-five minutes between the time when she struck the iceberg off the banks and that of her final avail.

One explanation advanced was that the wireless operator of the Carpathia was exhausted as a result of his three days work at the key. But among the list of rescued on board the Carpathia is the second wireless operator of the Titanic, who might have been counted upon to relieve the wearied sender of the Cunarder.

A censorship appeared to exist on the Carpathia which prevented any response to inquiries as to what had taken place after the Titanic struck the iceberg. The wireless operator on the Carpathia is an officer of the Cunard Line and therefore subject to the ship's commander.

Morning gave way to noon and afternoon and was succeeded by nightfall without the full story of the Titanic's last hours reaching shore from the Carpathia. Efforts which probably never before had been exerted in the history of wireless were made to establish communication with the rescue ship, but when nightfall came just this much was known:

Facts That Are Known.

More than 1,500 lives were lost with the Titanic.

The Carpathia has aboard her some 700 of the Titanic's passengers.

Of this number the names of 382 of the 610 first and second cabin passengers which the Titanic carried have been wirelessed ashore and are printed elsewhere in THE TIMES.

The names of 126 steerage passengers were wirelessed to the United States scout cruiser Chester and by her relayed to her sister ship, the Salem, whence they were sent to the torpedo station at Newport, R. I.

All told the identity of exactly 508 of the Titanic's survivors is known. Close to 300 names remain to be sent of those who it is known are saved.

Who the remaining 300 may be is not known, but it is a fair assumption that the names still to be wirelessed from the Carpathia will be those of steerage passengers, and that the list of 382 cabin passengers already reported includes every man, woman and child of this class who was rescued from the sinking steamship.

Requests for the names of more persons rescued from the first and second cabins were made repeatedly yesterday to the Carpathia. The only answer was the sending of the names of 43 passengers of the steerage, and as the import of this was borne in on those ashore, anxiously awaiting news of friends and relatives who had sailed on the big steamship, almost the last hope that there had been saved others than those already named was abandoned.

The Carpathia was some 500 miles east of Sandy Hook at 9 o'clock yesterday morning. No wireless dispatches from the Chester or the Salem, the first of which is alongside the Carpathia, have indicated her position since then.

Carpathia Due at 11 To-Night.

It is known, however, that the Carpathia is steaming steadily toward this port and that she is making 13 knots an hour. In the fifteen hours between 9 o'clock yesterday morning and midnight last night she probably made nearly 200 miles. She has decreased her distance from this port by approximately 13 miles for every hour that has elapsed since then, and it was figured last night that the liner should reach here about 11 o'clock to-night.

Long before that, however, it is hoped that an accurate list of the rescued passengers of the Titanic whom she carries may be wirelessed to shore. From now until she reaches this port the Carpathia will be within wireless range, first of the station at Siasconsett on Nantucket Island and afterward of the stations scattered along the south shore of Long Island.

The confusion which resulted yesterday from the attempts of every wireless station within range to communicate with the liner will be avoided today. Former Attorney General John W. Griggs, now attorney for the Marconi Company, requested the Government to instruct all Government stations north of Norfolk to cease sending messages so that the way might be clear for one or two especially designated stations to communicate with the Carpathia. A cessation of wireless activity so far as Government stations are concerned was ordered immediately in accordance with this request, and it is expected that communication will be had steadily with the Carpathia today.

To expedite this communication the Marconi Company last night ordered its stations at South Wallfleet and Siasconsett, Mass., and at Sagaponeck, L. I., and Sea Gate to handle only messages to and from the Carpathia. Secretary of the Navy Meyer was appealed to to prevent a criss-crossing of wireless messages, and he sent this answer:

> Replying to your telegram orders have been issued to all ships at sea and at the navy yards not to atempt to call the Carpathia. The Chester will relay a list of third-class passengers saved, when convenient. Have notified Newport not to interfere.

Survivors Sending Messages.

That some such arrangement was necessary was shown by the fact that the full force of operators at the naval wireless station in Newport were unable yesterday to get in touch with the Carpathia. With an outfit which has talked with the Colon wireless station, the navy men found themselves yesterday being shut out even from receiving messages from the scout cruisers Chester and Salem because of the interference of small wireless stations and of a myriad of steamers each of which persisted in trying its own wireless for a word from the Carpathia. The situation became so desperate at night that Commander George W. Williams, U. S. N., sent out a wireless request asking every wireless operator in range to keep off until the Carpathia's messages had been relayed from the Chester and Salem to the Newport station.

Later the Newport station heard the Carpathia trying to reach the station at Siasconsett, but no messages could be picked up. In the course of the day, however, various wireless stations, though unable to establish permanent communication with the Carpathia, picked up jots of her wireless and in some instances full messages were received.

The character of these indicated that the Carpathia's Captain was permitting the Titanic's rescued passengers aboard his ship to make the first use of the wireless communication with shore, for the messages which were stolen from the air all had to do with the private affairs of persons aboard the liner.

One message, which was caught by the operator at the Brooklyn Navy Yard at 10:10 o'clock last night, was sent by Capt. Chandler of the Salem to the Carpathia, and read:

> The President of the United States is very anxious to know if Major Butt, Mr. Millet, and Mr. Moore are safe. Please inform me at once so that I can transmit to him.

If an answer was sent from the Carpathia it failed to reach the Brooklyn Navy Yard. Many other messages being sent to the Carpathia were picked up at the various wireless stations, but answers from the big steamer were few. Such as were picked up told of the safety of some and of the loss of others who were aboard the Titanic.

Bride Saved, Bridegroom Drowned.

One message told of the rescue of Mrs. Lucian B. Smith, a bride of six or seven weeks, and the daughter of Congressman Hughes of West Virginia. With her husband she was returning on the Titanic from a honeymoon trip in Europe, and when the big steamship went down she was saved, though he was lost.

The message, which was received by Mrs. Smith's family, stated that she was in a critical condition as a result of the shock, and asked that permission be sought from the Government to have her removed from the Carpathia before the steamship docked.

Another message was from Mrs. Henry B. Harris, wife of the theatrical manager, and read:

> Am safe. Praying that Harry has been picked up by another steamer. Arrive Carpathia. RENE.

The very wording of Mrs. Harris's message caused a catch in the throat of those who read it, for in it she revealed her hope that her husband might yet be safe. Those ashore are fairly certain now that none save those aboard the Carpathia were saved from the Titanic. Mrs. Harris's words show, however, that among the rescued on the ship, there lingers the hope that dear ones who were left behind may have been saved.

May Not Have Seen Final Plunge.

That those aboard the Carpathia continue to hope that others than themselves were rescued throws the first real light on what must have happened when the Titanic went down. When the survivors took to the boats has been pretty well established as soon after the striking of the berg by the Titanic, close to 10:30 o'clock on Sunday night. That they remained near the spot is certain, for only b yso doing could they be sure of being rescued by the vessels which were speeding in response to the Titanic's calls for help and which had only her position to guide them.

Apparently, however, the survivors did not see the big boat go down, since they cling to the hope that others were saved. It is probable that aboard the Carpathia, for all that they were actually in the disaster, less is known among the passengers of what transpired in the darkness of Sunday night in the ice field off the Newfoundland Banks than is known already ashore.

There was doubt when news of the disaster first reached here that all the lifebotats had been able to get so far from the ship that the suction created when she sank would not drag them down too. Apparently all of the boats, each of which has been accounted for, got well away from the ship. It was night and it is probable that the lighting apparatus on the ship was disorganized by the blow which sent her to the bottom. Certainly it must have failed before the big ship sank. Coston lights probably were set burning on the Titanic's decks to light the scene with a wierd display of blue, green, red, and yellow, for the signal meanings of the different colors would have been disregarded at such a time. But these, perhaps, were used only to light the way from the vessel of those chosen few who were to take in the lifeboats the one chance for life which was denied to the hundreds who remained aboard.

With her own lights dimmed forever, it is possible that the big Titanic disappeared beneath the waves, a huge black bulk, invisible to those in the small boats, who must have strained their eyes for a last glimpse of the big steamship, the floating palace on which they had embarked so eagerly only a few days before to enjoy a trip across the Atlantic in the maiden voyage of the biggest ship afloat.

If those in all the boats did not see the Titanic go down—and apparently from Mrs. Harris's message they did not—it can be imagined how the searching looks of the watchers in the small boats, when dawn gave them light, must have been divided between gazing for the rescuing steamship, which they knew was speeding toward them, and striving for a glimpse of the big Titanic.

Congress to Investigate Disaster.

What transpired at the sinking of the Titanic may never be known therefore, since those who are coming here on the Carpathia may be as much in the dark as are the anxious friends and relatives ashore. Congress, however, has undertaken to ascertain whatever facts about the wreck can be learned.

There was time between the striking of the giant Titanic and her sinking for every person aboard her to have been taken off in a lifeboat. That there was courage to have performed this feat in good order and without confusion which might have caused delay, was amply proven by the courage displayed by those who remained aboard the vessel, who led mothers, wives, and sweethearts to the gangway, kissed them and passed them into a boat, then to stand back themselves and make room for another man that he might show himself equally brave. There was time and there was the necessary courage and cool-headedness. There were not enough lifeboats.

The Titanic carried all that the British law demanded that she carry. Perhaps she had one or two more. However many she had, she had not enough, and Congress's investigation will be aimed to enact a law which for the future will compel a giant steamship to carry lifeboats enough for all.

The Senate passed a resolution authorizing such an inquiry yesterday, and it is expected that the House will follow the Senate's lead perhaps today, but surely within a day or so. When the investigation may be begun cannot be foretold now, but certain it is that J. Bruce Ismay, President of the International Mercantile Marine, who is now approaching this port, one of the few men saved from the Titanic, will be a witness.

It is intended now to call all the survivors as witnesses at the Congressional inquiry, and for that reason it may be some time before the investigation can begin.

Rescued Ill from Exposure?

In what condition are the survivors whom the Carpathia is bringing in? So far no news of this has been wirelessed from the Cunarder. It was icy cold where the Titanic sank, however, and it was eight hours, more or less, before those who took to the small boats were picked up. It was night when the Titanic struck. It is unlikely

Continued on Page 2.

FALSE TITANIC NEWS TO BE INVESTIGATED

England Indignant Over Monday's Dispatches Saying That the Titanic Was Safe.

LLOYDS WAS VICTIMIZED

Reinsurance Fell from 60 to 30 Guineas—Parliament and Washington Making Inquiries.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

LONDON, Thursday, April 18.—Efforts are being made to elucidate certain mysterious circumstances attending the loss of the Titanic, chief among which are the bogus dispatches last Monday stating that the liner was proceeding under her own steam to Halifax.

Notice of the question to the Postmaster General on the subject has been given in the House of Commons, and at the same time Lloyds is conducting an investigation to determine the origin of the alleged radiograms received in New York, on the strength of which reinsurance rates on the Titanic fell from sixty to thirty guineas per cent.

The White Star officials in England repudiate the criticism that the public were kept in the dark regarding the fate of the Titanic, stating that from the first they gave out all the news available. The company's reply adds:

"The earlier messages gave little indication to trace their origin, and were based on slight foundation of fact filled in by the imagination of irresponsible individuals seeking to supply news at all costs."

Severe denunciations have been made in many quarters of those responsible for the reports tending to show that the Titanic was safe after the collision. "These must have been pure inventions," says The Times, "and inventions of a cruel and heartless kind. Unfortunately, America is full of amateur wireless telegraphists who have put up their own installations. Some of these men are held responsible for the bogus messages."

Mr. Isaacs, Chairman of the Marconi company, bitterly complains of the interference to which Marconi operators have been subjected by outside unrecognized stations. He adds that this unfortunate state of affairs will soon be remedied. Another Marconi official said yesterday:

"Amateur wireless telegraphists are in a position to send out any message they like in America, for there is no law dealing with them. They can interfere with messages, and the Navy Department has been troubled greatly by their having done so. There is no law that will deal with these operators.

"In Great Britain nobody is allowed to put up a wireless installation unless with the consent of the Postmaster General, and it must be used for experimental purposes alone. The proprietor of an installation must be licensed, and he is only allowed to work upon regulations laid down by the Postmaster General. If he tried to break away in any other direction detection would follow at once.

"Bogus messages can be traced, and the offender would be dealt with unhappily. That is not the case in the United States."

LLOYDS STAGGERED BY LOSS.

Should End Vogue of Big Ships, Says One Insurance Man.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

LONDON, April 17.—That the loss of the Titanic is the worst disaster since the San Francisco earthquake was the opinion expressed in London insurance circles to-day. There is hardly an insurance company that will not feel the effects of the sea tragedy. A representative of one of the biggest firms of insurance brokers in London said that the sinking of the Titanic may end the vogue of big steamships.

"The shipping concerns," he said, "will find that nobody will care to insure goods in such an unlimited way as in dealing with enormous vessels. It is not that the ship is unseaworthy, but the risk is terrific. If half the cargo were taken by one boat and half by another, the risk would obviously be lessened.

"This wreck is an enormous thing. It will have its effect on stocks, for the $12,500,000 which was sunk in the North Atlantic, must be found somewhere as salvage is impossible."

One authority said that insurance to the amount of $11,750,000 was effected on the Titanic's hull and cargo. The hull was insured for $5,000,000.

One reason for the high insurance value of the cargo, said a Director of a big company, is that it includes a fair amount of diamonds, works of art, and bonds by registered post. He believed there was also a considerable amount of antiquities on board.

Where the English insurance companies will be badly hit will be in the personal accident and life insurance policies. Several policies were taken out at Lloyds by individual passengers, which are likely to cause the underwriters severe loss. Many women passengers in the cabin insured their jewels for the voyage home for large amounts. In one case alone a woman's pearls were covered by a policy for $50,000. In another case a necklace was insured for $800,000, the policy covering the voyage from London to New York by the Titanic.

It will require at least a week's time before the insurance companies know exactly how they stand. The Lloyds underwriters, stunned by the proportions to which the disaster has attained, have been in little mood to work, and have spent much of their time discussing the serious effects it would have.

"If the ship had been saved," said one underwriter, "the salvage operations, such as towing and other details would have been met by a whip-around as is usually the case, but since she is lost, that is another matter."

To marine insurance firms this means one of the biggest losses on record for years. Lloyds has been badly hit, and this blow will mean to some the exchange and liquidation of high grade securities in connection with insurance payments, just when the market can ill-stand it. Nevertheless, it is said that no member of Lloyds is likely to come to grief because of the disaster.

AFTER NEWS FABRICATORS.

Detectives to Run Down Announcers That Titanic Wasn't Sunk.

Special to The New York Times.

WASHINGTON, April 17.—Thoroughly aroused by the misleading wireless messages that on Monday delayed so long the real news of the destruction of the Titanic, the Department of Justice has detailed detectives to run down the men who sent the messages and the local stations from which the flashes started. The department scouts the idea that the messages were the work of amateurs amusing themselves at public expense. The department is of the opinion that the messages were sent in a deliberate attempt to postpone knowledge of the wreck in order to give time for the reinsuring of the Titanic's cargo, or for reunderwriting by those heavily liable in case of loss.

The detectives will first direct their efforts to Boston and the vicinity, which is a great wireless centre. But the search will be widespread, and whatever discoveries are made will have direct influence in pushing immediate legislation for the Federal control of wireless service. The fact that the Titanic is a British ship directed attention first to Canada as the possible source of the erroneous messages. But it was then found that the Canadian laws make such messages a felony, and the law is so strictly enforced as to make quite unlikely violations of the repeated and consistent kind practiced on Monday.

The messages sent out on Monday, it is pointed out at the department, were all of the same tenor. They were chronological and all purported to tell of good chances for saving the ship, passengers, and cargo. The gist of those messages was cabled to England, and there the work of reunderwriting liabilities went on at Lloyds all day long. It is estimated that thousands of dollars must have been saved by certain of the smaller insurers by shifting their liabilities.

How effective the false messages were, if they were designed to facilitate this shift, is indicated by the course rates ran at Lloyds during the day. As a special cable to THE NEW YORK TIMES on Tuesday morning told it, when Lloyds opened on Monday morning there was a rush to reinsure. With all details lacking the rate was fixed at 50 guineas per centum, and considerable business was done at that figure. Then it rose to 55 per cent., then to 60. But at 4 o'clock a message was received that the Titanic was in tow of the Carpathia, headed for Halifax. The rate at once dropped to 25 guineas, a difference of 35 guineas, caused by the false message.

There are at present no laws of the United States against sending false or joking wireless messages. It seems likely, therefore, that if the detectives succeed in running down the senders no proceedings will lie against them. But the information will be of great service in crystallizing sentiment in favor of Federal control, and this sentiment in Congress already seems to be gaining strength.

Latest Shipping News.

BY WIRELESS. (Marconi.)—SS Mauretania, Liverpool to New York, 540 miles E. of Sandy Hook at 8 P. M.; due 10th, 8 A. M. Cunard Line.

MAILLARD'S VANILLA CHOCOLATE has a delicious flavor distinctly its own. Discriminating housewives prefer it.—Adv.

Heart-rending Hopes of Survivors Attested by Brief Messages.

ONE TELLS OF PRAYERS

"Hope Harry Was Picked Up," Says a Line from Mrs. H. B. Harris.

ANOTHER ORDERS TWO AUTOS

To Meet the Carpathia at Pier, Presumably for Injured Persons.

IT MADE STRANGERS FRIENDS

Girl's Wireless Tells of Planned Visit to Family Her Parents Do Not Know.

J. B. THAYER, SR., LOST

Message from Wife of P. R. R.'s Second Vice President Says He Went Down with Titanic.

For the first time since the foundering of the Titanic private messages from the rescued aboard the Cunarder Carpathia were received here yesterday, and in other cities from which those of the Titanic's passengers now aboard the Carpathia hailed. Some of the messages conveyed the information that persons who had been thought to be lost were safe aboard the Cunarder. Others changed to a certainty the dread of many ashore that their dear ones had gone down with the big White Star liner.

The death of Henry B. Harris, the theatrical manager, was virtually confirmed by his wife, who is aboard the Carpathia. This message from her was received at the Hudson Theatre yesterday:

"Am safe. Praying that Harry has been picked up by another steamer. Arrive Carpathia. RENE."

The fact that Mr. Harris is not aboard the Carpathia with his wife makes it almost certain that he is not among the living. No news was received yesterday to offer the hope that any of the Titanic's passengers save those aboard the Carpathia had been saved.

Mrs. John B. Thayer, wife of John B. Thayer, Vice President of the Pennsylvania Railroad, sent a wireless message last night saying she and her son, J. B. Thayer, Jr., are safe on the Carpathia, but that her husband, J. B. Thayer, went down with the Titanic. He was Second Vice President of the Pennsylvania Railroad, and was worth about $5,000,000. The news is being kept from Mr. Thayer's mother for fear it will kill her.

Ivan Stengel of Stengel & Rothschild, leather merchants, of Newark, N. J., received a wireless message yesterday via Halifax from C. E. Henry Stenger, a member of the firm, who, with his wife, was a passenger on the Titanic. It read:

"Both on the Carpathia. Have two automobiles to meet Carpathia. Have some survivors with us.

"HENRY STENGEL."

Disaster Made Strangers Friends.

The last sentence in Mr. Stengel's message is taken to mean that he has offered assistance to some of his fellow-passengers on the Titanic who may have been injured or crippled in the accident, and this was borne out by a message received later at the Stengel home.

The message came from R. E. Minahan of Green Bay, Wis. It was addressed to "Miss Daisy Minahan, survivor of Titanic, 1,075 Broad Street, Newark," and said that the sender would meet Miss Minahan either at the pier in New York or at the Stengel residence here.

Members of the Stengel family say they do not know the Minahans, but they suppose that Miss Daisy Minahan must have sent a wireless message to Green Bay announcing her intention of accompanying Mr. and Mrs. Stengel to Newark and giving the Stengel address.

The names of Miss Daisy Minahan and Mrs. Minahan appear in the list of rescued first cabin passengers of the Titanic.

Another wireless message from the Carpathia told the relatives of Mrs. Edgar Meyer, daughter of the late Andrew Saks, that she was safe aboard the Carpathia. It also implied the death of Mr. Meyer. It read:

"Leela safe. Well cared for. Edgar missing."

Mrs. Meyer's father died ten days ago and she was on her way to this city to comfort her mother.

William Clark of Niles, Ohio, received word from his wife that she was safe on the Carpathia. No mention was made of their one-year-old son, who was with his mother.

A wireless message to her mother in Baltimore announced the safety of Mrs. William E. Carter, who with her husband and two children was a passenger on the Titanic. The message stated that the whole family had been saved. The Carters live in Philadelphia.

Hints That All Women Are Saved.

A message from Miss Caroline Bonnell, sister of H. W. Bonnell of this city, held out the hope that all the women on the Titanic had been saved. It read:

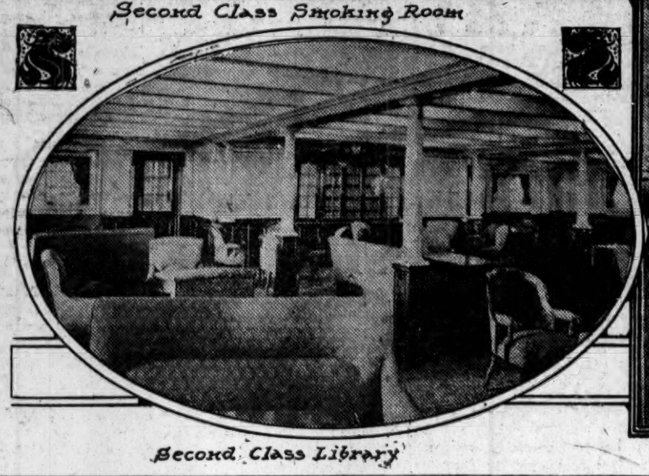
"All women saved on board the Carpathia. George lost."

Miss Bonnell's relatives understood the

Views of Second and Third Class Accommodations for the Titanic's Passengers.

Second Class Smoking Room

Steerage Lounging Room.



Second Class Library

Second Class Lounging Room

message to mean that the girl, her aunts, Mrs. George Wick, and Miss Elizabeth Bonnell, as well as a cousin, Miss Mary Natalie Wick, were safe, while an uncle, Col. George Wick, had been lost with the Titanic. The family are from Youngstown, Ohio.

The report that Charles M. Hays, President of the Grand Trunk Railway, was among the survivors is apparently correct. His name does not appear on the lists of survivors posted in the White Star offices here and in London, but Pierre Davidson of Montreal, a brother-in-law of Mr. Hays and a brother of Thornton Davidson, who was a passenger on the Titanic also, said he had received a message from the Carpathia saying that the Hays party was safe. Mrs. Hays and her daughter Margaret accompanied Mr. Hays.

Frederick Myles of 266 Grove Street, Jersey City, received yesterday a telegram from his sister, Miss Gertrude Myles of Cambridge, Mass., which says: "Papa sailed on the Titanic. Safe on the Carpathia. All well."

Their father, Thomas F. Myles, of Cambridge, has been in the employ of the White Star Line for forty-five years.

The United Wireless Company's office in this city received a message from its station at Eastport, Me., last night, in which the Eastport operator stated that he had received and forwarded private messages to relatives of six survivors of the Titanic aboard the Carpathia. The signers of the messages were Agnes Ernest, Alice McKay, Thomas McCormick, John, Adele, and Bertha Nelson.

The operator of the United Wireless Company's station here reported at 11 o'clock that he could hear the scout cruisers Salem and Chester exchanging messages continuously with the Carpathia, but could not make out what was being flashed between the ships on account of the extreme faintness of the sounds.

Special to The New York Times.

PHILADELPHIA, April 17. — The following message was received to-night from one of the survivors on the Carpathia:

"6:13 P. M., via Halifax,
"SS Carpathia, April 17.

"Wilson Potter, Chestnut Hill, Philadelphia:

"All safe on Carpathia and well.
"L. A. POTTER."

The message is from Mrs. Thomas Potter, Jr., and announces the safety of herself and her daughter, Mrs. J. Boulton Earnshaw. Members of the family in this city informed The Public Ledger of the receipt of the message, and inquired if similar news had been received by relatives of other Philadelphians believed to have been rescued from the Titanic.

An inquiry among the families of all Philadelphians on the Titanic's list failed to show that any other messages had been received here from the Carpathia. It is a peculiar fact that the Potter message should have come through by wireless and none for the Wideners, who have made untiring efforts to learn whether George D. Widener and his son are among the survivors.

CHICAGO, April 17.—The following wireless message, dated April 17, from a passenger of the Carpathia, was received here to-day:

"Carpathia picked up 700 Titanic, mostly women. Over 2,000 lost. Iceberg continuous mass 25 miles. Chicagoans this ship well. 8:35 A. M.
"DR. F. H. BLACKMARR."

Dr. Blackmarr of Chicago was going to Europe on the Carpathia. His estimate of the number lost is evidently an error, as there were not 2,700 on board the Titanic.

QUEBEC, April 17.—The first message received in Quebec from any of the survivors of the Titanic came to-night to Philas Corriveau, City Attorney, from Paul Chevre, the French sculptor. The message said he was safe on board the Carpathia, bound for New York.

TAFT'S BROTHER IN WHITE STAR CROWD

Sought News of Major Butt, of Whom No Word Has Been Obtainable.

WATCHERS ARE LOSING HOPE

Wireless from Scout Cruiser Said Names of All Cabin Passengers Saved Had Been Sent In.

Relatives and friends of passengers on the ill-fated Titanic again thronged the local offices of the White Star Line, in Bowling Green, yesterday, hoping against hope that the Carpathia would wireless the news that this or that dear one was among those who were saved. They realized that practically their last hope had gone when the scout cruiser Chester, which early yesterday morning established communication with the Carpathia, reported that the names of all cabin passengers who were saved had been wirelessed to New York by the Carpathia, leaving the unnamed survivors to be accounted for from the steerage and among the liner's crew.

Despite the messages from the Chester, the sad faced, red-eyed people who waited for news in the White Star offices refused to give up hope. They argued that may-be the wireless operator of the Carpathia had unintentionally omitted this or that name in the list of survivors or that perhaps father, mother, brother, sister or friend might have been erroneously classed among the steerage survivors.

Commander Benton C. Decker, U. S. N., of the Chester, yesterday afternoon sent this wireless message to the White Star offices:

"In communication with Carpathia repeatedly. Asked Carpathia for list of third-class survivors. Request not complied with. Will try again."

Mrs. Meyer Saved, Husband Lost.

Among those who sought news were several who have been in the offices nearly all the time since word of the sinking of the Titanic was received early on Monday night. One of these was a representative of Saks & Co., who waited for news of Mr. and Mrs. Edgar J. Meyer, the latter of whom is a daughter of the late Albert Saks, who died in this city recently. Mr. and Mrs. Meyer were not among the survivors whose names were wirelessed from the Carpathia Tuesday, and it was feared that both had gone down with the ship. It was established yesterday, however, that Mrs. Meyer's name had been omitted in the list transmitted on Tuesday. Yesterday her name was added to the list in a message from the Carpathia that was relayed by the Chester. Later a message was received direct from Mrs. Meyer. In that message she said that her husband was among those who were lost when the Titanic went down.

President's Brother There.

Henry W. Taft, brother of the President, was an early caller at the office. He sought information on behalf of the President concerning Major Archibald Butt, the President's military aide. He also asked for information of Frank D. Millet, the artist, and of Karl H. Behr, the tennis player. Mr. Millet and Mr. Behr are among those on the Carpathia, but Major Butt is undoubtedly among the lost.

Mrs. Benjamin Guggenheim, whose husband was on the Titanic and who is not mentioned among the survivors, went to the steamship offices again yesterday, harboring a faint hope that there might still be good news of Mr. Guggenheim. She was accompanied by her brother, De Witt F. Seligman. There was no comforting information for her at the line's offices, and she was grief-stricken when she left.

There was no more pathetic case resulting from the disaster than that of F. L. Allison, a son of Mr. and Mrs. H. J. Allison, who, with their daughter and little son, were on the Titanic. Of the four only Master Allison appears to have been saved. It was said that the little boy was saved with his nurse, and there is an unverified report that Mrs. Allison and Miss Allison refused to desert Mr. Allison when given an opportunity to take their places in one of the Titanic's lifeboats.

Hope Dying Out.

A young man who did not give his name went to the White Star offices in great grief. He was looking for news of his mother, one of the women whose names have not appeared in the list of survivors. "There is no hope now. All is lost, I know it," he said as he left the office with tears streaming down his face.

As the young man left an old woman, gray-haired and bent, entered the offices. A porter escorted her to the bulletin board. She anxiously scanned the list of the names of those who had been rescued.

"It's all over," she said, and hurried from the office, sobbing.

There also appeared three women, who came to find out if there was any news of Major Butt. They were told that the President's aid was undoubtedly among the lost. They made no comment and left the office as quietly as they had come.

Besides the messages from the Chester announcing that all the cabin survivors were accounted for and had been reported by Capt. Rostpom of the Carpathia, the White Star Line received a wireless from Capt. Haddock of the Olympic verifying the report that not a single one of the Titanic's survivors were on the Allan liners Virginian and Parisian, which had rushed to the Titanic's aid in response to her "S O S" signals of distress.

Franklin Denies Rumors.

The wording of Capt. Haddock's message seemed to indicate that he knew that the White Star Line had been holding out hope to anxious inquirers that maybe there were other survivors on board the Allan liners. His message read:

Begin, please, and allay rumors that the Virginian and the Parisian have any survivors on board. Carpathia only steamer that has survivors. Second, third, fourth, and fifth officers and second wireless operator saved. HADDOCK.

Vice President and General Manager P. A. S. Franklin of the International Mercantile Marine was in his office as usual all day, and several times sent for the reporters. Mr. Franklin had hours before given up all hope that any of the Titanic's passengers except those on the Carpathia were alive. The reporters asked him many questions, and he tried to answer them all.

One question was if it was true that the message from Capt. Haddock of the Olympic, sent early Monday morning, in which he announced the sinking of the Titanic and the loss of all on board except those saved by the Carpathia, had been withheld from the public by the line until 6:30 o'clock Monday night. He answered that he gave the message out as soon as he received it.

It was brought to the attention of Mr. Franklin that a rumor was current to the effect that J. Pierpont Morgan, Jr., knew as early as 10:30 o'clock Monday morning that the Titanic had gone down.

"That is absolutely false," Mr. Franklin answered. "Mr. Morgan got the news the same time that I did on Monday night, when it was given to the press by me."

To Carry More Lifeboats.

Mr. Franklin was asked if he could explain the absence of news from the Carpathia up to Tuesday morning, when her list of cabin survivors was relayed to the Olympic and by the latter ship wirelessed to land.

"I do not know how to account for that," Mr. Franklin answered, "except by the supposition that the wireless instrument on the Carpathia was overtaxed. Until the messages this morning our last news from the Carpathia was the 10 A. M. Tuesday message giving the partial list of survivors.

"I have been accused," Mr. Franklin added, with a suggestion of sadness in his voice, "of giving out wrong information, though everything I have said has been absolutely straight."

Mr. Franklin was asked if the White Star line would, as a result of the loss of life on the Titanic, equip its other ships with life-saving apparatus sufficient to save every soul on board.

"Certainly, it will," he said. "You must understand that the Titanic carried lifeboats and live-saving devices in excess of the legal requirements. It not only passed the English Board of Trade but it was approved by the experts of Lloyd's, who insured it for its full value at one of the lowest rates ever given. That shows that the confidence placed in the Titanic was based on the opinions of the greatest authorities on navigation and shipbuilding. We considered that every possible precaution had been taken for the safety of passengers. Nobody up to the time the disaster occurred imagined that such a thing was possible."

A reporter told Mr. Franklin that a man connected with the Cunard line office had said that the news of the Titanic's sinking was known in New York Monday morning. This made Mr. Franklin angry. He called up the Cunard office and demanded the authority for the statement, whereupon a Cunard official came to Mr. Franklin's office and in the presence of the reporters denied the truth of the report.

NAGEL TO SUPERVISE LANDING.

President Taft Takes Especial Care of the Disaster Victims.

Efforts were made yesterday by persons who were described by C. P. Sumner, general agent of the Cunard Line here, as friends and relatives of Titanic survivors, to exclude the newspapers from the Cunard pier when the Carpathia arrives, which will be to-night if favorable conditions attend her voyage. The White Star Line, through Vice President Franklin, stated officially that it had no objection to reporters being admitted to the pier, but that the matter was one that concerned only the Cunard people. On the other hand, Mr. Sumner said that the suggestion to exclude reporters was the result of requests made to the line by friends and relatives of survivors, and in proof of this he exhibited the following letter.

"We have received a similar communication from J. P. Morgan & Co.," Mr. Sumner added.

Here is the letter:

Miller, King, Lane & Trafford,
Attorneys and Counselors,
80 Broadway, New York.
April 17.

John Fulton, Manager First Cabin Passenger Department, Cunard S. S. Co.:

Dear Sir: If the matter has not already received your consideration, may I suggest the propriety of excluding from your pier, upon the arrival of the Carpathia reporters and press photographers. The survivors of the Titanic should certainly be protected against the persistent and vulgar activities of the press on occasions similar to, though by no means as dreadful, as that resulting from the loss of the Titanic. Very truly yours,

HOFFMAN MILLER.

Mr. Miller was reached by telephone last night at his home in Tuxedo Park. He expressed surprise that his letter to the Cunard line had been made public. He was asked what interest he represented in making such a request.

"Absolutely none," said Mr. Miller. "It was simply my idea that the survivors should not be harassed on their arrival. There is no connection between my request and that of J. P. Morgan & Co. If I had known they had made the same request, my letter never would have been written."

Mr. Miller is a son of George Macculough Miller, who is associated with Mr. Morgan in the New Haven Railroad.

WASHINGTON, April 17. — President Taft and Secretary Nagel held a conference to-night at which it was decided that Secretary Nagel will go to New York to-morrow to take personal charge of the administration of immigrant inspection regulations to the Titanic survivors aboard the Carpathia.

CUNARD LINE'S MESSAGES.

They Contain News of the Last Moments of the Titanic.

Much of the interest in the Titanic disaster was transferred from the White Star to the Cunard offices yesterday, the inquirers, for the most part friends or relatives of survivors, being anxious to learn the latest wireless news concerning the Carpathia's approach to New York.

The first message bearing on this was from Capt. Rostron, and was received at 9:15 A. M. It had been wirelessed at 11:30 o'clock Tuesday night. At that time the Carpathia was about 600 miles east of Sandy Hook, which indicates that with good weather she should be in the harbor by 11 o'clock to-night. That is the time the customs officials figure she is due.

Soon after the receipt of this message another was received from the Marconi station at Camperdown, N. S., in which it was stated that the station was communicating with the Carpathia, which reported about 700 survivors, most of them women and children, on board.

A wireless from the Hamburg-American liner Cincinnati, bound for New York from Hamburg, was received by the local offices of that line yesterday. The Cincinnati reported that she heard the last wireless calls from the Titanic on Sunday night. The operator on the Cincinnati caught the "S. O. S." about 40 minutes after the Titanic crashed into the iceberg, and the message stated that the Titanic was sinking rapidly. The Cincinnati was then about 500 miles distant from the Titanic. A few minutes later the Cincinnati caught another message stating that the Olympic was steaming full speed to the rescue.

Shortly before noon there came a wireless to the Cunard offices from their steamer Franconia, which was then in communication with the Carpathia. The message said the Franconia was relaying personal messages from the Carpathia, and that the Carpathia was at that time about 500 miles east of Sandy Hook.

It was stated at the Cunard offices that the Carpathia would proceed direct to her pier on reaching New York, and that it is probable she will not stop at Quarantine.

The Custom House has been flooded with requests for passes, and one of the greatest crowds that ever met a steamship is expected to be on and outside the pier when the rescuing liner arrives to-night.

The Government has planned to care for the steerage survivors at its own expense at Ellis Island until their friends can be communicated with. These poor people are known to have lost all they had, and the belief is that their condition is pitiful in the extreme. Commissioner of Immigration Williams yesterday sent the following letter to the Cunard Company.

Cunard Steamship Co.,
21 State Street.

Upon the return to port of the Carpathia the immigration authorities will do whatever in their power lies to facilitate the landing of aliens who began their voyage on the Titanic. If any of these have relations or friends to meet them at the pier they will be discharged to the latter. Such of these as do not wish to land at the pier will be brought to Ellis Island and there cared for. At the pier there will be two or three immigration Inspectors to take charge of those of the Titanic passengers who may require our assistance.

It is the present intention of both of the customs and immigration authorities that no outter shall board the Carpathia as she comes up the bay. This in order that she may be permitted to reach her pier without any unnecessary delay or interference. Those aliens who are on the Carpathia for deportation will, if you desire, be cared for at Ellis Island until the Carpathia sails.

Respectfully yours,
WILLIAM WILLIAMS, Commissioner.

Mayor Offers Municipal Lodging.

Mayor Gaynor also sent a letter to the White Star Line office offering on behalf of the city to care for any of the steerage or other passengers who may be in need of aid. He placed the Municipal Lodging House at the service of the unfortunates. Later he added the Recreation Pier at East Twenty-fourth Street to the offer. The offer was greatly appreciated, but the Mayor was told that the Government, through Commissioner Williams, had already arranged to care for the steerage passengers.

The Mayor also instructed the police yesterday to keep all persons with cameras from congregating in front of the Cunard piers to-night, when the Carpathia arrives. The Government already has ordered them kept off of the piers. The Mayor's letter to Commissioner Waldo follows:

Office of the Mayor.
April 17, 1912.

Sir: On the arrival of the Carpathia with the survivors of the Titanic the United States authorities will exclude all photographers from the pier space devoted to the Custom Service. You will exclude all photographers or picture takers from entrance to the rest of the pier. Also rope off a large space on the outside for the protection of these unfortunate people from all approach or interference of photographers or any one else. We owe this to them, and let it be carried out strictly. Very truly yours,
W. J. GAYNOR, Mayor.

Rhinelander Waldo, Esq., Police Commissioner.

It is not known whether or not the scout cruisers Chester and Salem, which are steaming to meet the Carpathia and to escort her to the harbor, will follow her to the pier. It is about decided that none of the revenue cutters will go out to meet the Carpathia.

CARPATHIA NEAR WITH SURVIVORS

Continued from Page 1.

that many of her passengers were not in their bunks, and those who weren't perhaps were in evening gowns in the saloons and restaurants of the big ship.

There could have been no time to gather extra clothing, no time to do more than say farewell to those who must remain behind and to take places in the lifeboats. Scores of women must have spent the long hours in these small boats with only the scantiest of clothing. The exposure must have been severe, and it is possible that the incoming Carpathia is a hospital ship now.

Already one wireless, that to the family of Mrs. Smith, states that she is in critical condition, and there have been scores of other appeals to the Government to allow passengers to be taken from the Carpathia before she docks. Aside from the physical strain of the long hours at sea, the mental agony of those who were compelled to bid adieu to father, husband, or brother must have driven many a woman out of her mind.

A wireless message from the Carpathia said that there was one case of insanity among the survivors.

When the Baltic steamed into the harbor with the rescued passengers of the sunken Republic, two years ago, she brought a gay throng of men and women, exhilarated beyond their wont by their experience, an experience which had bordered on the tragic and had ended in a pleasingly exciting adventure.

Fears She May Be Hospital Ship.

The fear that the Carpathia may be a hospital ship occurred to Daniel Guggenheim, whose brother Benjamin probably perished when the Titanic went down.

"The first thing on earth to do," said he to a TIMES reporter last night, "is to get doctors to those people. Take them blankets; take them food, which they probably need. Let surgeons go. Many of them may be terribly hurt. No one yet knows what the first shock did to these people.

"I feel sure that my brother is gone now. We have practically given up hope. We got a wire through to the Carpathia via the Olympic the first day. The reply was definite and stated that my brother was not on the Carpathia. It is a question now of doing what we can for those who do come in to us."

When the Carpathia comes up the bay she will have on board her some 700 persons, many of them ill, some probably prostrated by the shock of their experience, all buoyed up a little by the small hope that those they left behind on the Titanic may have been saved.

And this hope must be taken from them ere they set foot ashore, for the news doubtless will be in the first messages transmitted to the Carpathia when she gets in permanent wireless range to-day.

At 1 A. M. this morning, April 18, the Carpathia was 330 miles east northeast of this port, in latitude 40.50, longitude 62.30. The Chester is accompanying her.

Advertisement of
JOHN DAVID
Edited by Gaunaah

FASHION has turned a somersault within the last few years. It's no longer "smart" to be oldish and jaded and leaden-lidded and romantically "weary" (a la "best seller"). It's a fad and a fetich to "*feel* as young as you *are* or *look* as young as you *can*"—to be brisk-stepping and buoyant-tempered—to press the tip of your foil into the rib of Age and *make it fall back*.

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TO CALL BRUCE ISMAY IN CONGRESS INQUIRY

Other Titanic Survivors Will Also Be Summoned to Washington by Federal Investigators.

WANT ICE LANES PATROLLED

Bills Introduced Propose This—New Legislation Is Certain to Result from the Disaster.

Special to The New York Times.

WASHINGTON, April 17.—Sweeping investigations of the Titanic disaster are to be made by both houses of Congress. The Senate without a dissenting vote ordered one to-day, especially with reference to the Titantic's life-saving equipment. Survivors of the Titanic disaster will, therefore, be summoned before Congressional committees to tell the facts concerning the inability of the steamship officials to save the lives of all the passengers on the giant liner.

J. Bruce Ismay, Managing Director of the White Star Line, who is one of the survivors, will be called before the House Committee of Merchant Marine and asked to relate his story of the disaster. He will be questioned particularly respecting the facilities of the Titanic for the rescue of its passengers, crew, and officers and such matters that it is important for Congress to know, with the view to their utilization in the enactment of legislation amendatory of the ocean navigation laws of the United States.

Besides Mr. Ismay, Col. Archibald Gracie, also reported to be a survivor, was mentioned to-night by Judge Alexander, Chairman of the Merchant Marine Committee of the House, as a possible witness. Col. Gracie is a Washingtonian, and can easily be asked to appear before the committee. Those who know Col. Gracie best declare he would mince no words in giving his impression of the disaster, and of the lessons it taught.

The Senate resolution directs especial inquiry into the use by the Titanic of the northern course, "over a route commonly regarded as dangerous from icebergs." The resolution directs that the result of the investigation shall embody proposed legislation to be recommended for the prevention of further disasters.

The Committee on Commerce, or a subcommittee of some of its members, will make the investigation. The resolution was introduced this morning by Mr. Smith of Michigan, a member of the committee. It was formally referred to the committee and reported back with slight amendments in the course of an hour. Besides investigating the disaster to the Titanic the committee is directed to look into the feasibility of international agreements for the further protection of ocean traffic.

Adopted Unanimously.

When the committee reported the amended resolution it was adopted without debate and without division. The only important amendment was one eliminating from its language express reference to the supervising Inspector General of steam vessels. But the general subject of inspection was named as a matter to be investigated.

The resolution as passed reads:

Resolved, That the Committee on Commerce of a sub-committee thereof is hereby directed to investigate the causes leading to the wreck of the White Star liner Titantic, with its attendant loss of life, so shocking to the civilized world.

Resolved further, That said committee or sub-committee is hereby empowered to summoon witnesses, send for persons and papers, and to take such other testimony as may be necessary to determine the responsibility therefor, with a view to such legislation as may be necessary to prevent, as far as possible, any repetition of such a disaster.

Resolved further, That the committee shall inqure particularly into the number of lif eboats, life rafts, and life preservers, and other equipment for the protection of the passengers and cerw; the number of eprsons aboard the Titantic, whether passengers or crew, and whether adequate inspections were made of such vessel, in view of the large number of American passengers traveling over a route commonly regarded as dangerous from icebergs; and whether it is feasible for Congress to take steps looking to an international agreement to secure the protection of sea traffic, including regulation of the size of ships and designation of routes.

Resolved further, That in the report of said committee it shall recommend such legislation as it shall deem expedient, and the expenses incurred by this investigation shall be said out of the contingent fund of the Senate upon vouchers approved by its Chairman.

When Mr. Smith first introduced his resolution Mr. Martine of New Jersey introduced another looking especially to an international conference on the subject of safety appliances at sea. He consented to the reference of his resolution to the Committee on Foreign Relations, where action is unlikely, as the subject is practically covered in the Smith measure.

"I don't care where my resolution goes," said Mr. Martine as the reference was made. "I only introduced it in the hope that something would be done to prevent these terrible disasters. We must do something. ForGod's sake, Senators, let us do something."

Urges Lifeboats for All.

Senator Perkins of California, who for three years in his boyhood was a sailor before the mast, also introduced a bill amending the navigation laws so as to make it compulsory that every ship sailing from or clearing an American port should be equipped with lifeboats enough to carry every passenger and every member of the crew. Every Captain and every executive officer of the company and ever resident general agent who knowingly permits a ship to leave without obedicnce to this provision is held guilty of a felony and upon conviction shall be sentenced to not more than ten years of hard labor.

The present law requires only that lifeboats, rafts, life preservers, and other appliances of all kinds taken together shall be able to take care of the passengers and crew. But under the regulations the lifeboats may be far short of being able alone to take every one, while the terrible loss of life when the Titanic went down shows that life preservers are of no avail when succor is delayed several hours. Besides the lifeboats Mr. Perkins's measure provides that there shall be life preservers for every person aboard; that the boats shall be fitted so that they can be launched when the ship is in motion, and that other appliances shall be kept always in readiness.

The Committee on Commerce will meet to-morrow to take up plans for the investigation. Mr. Smith said that he intends to press an immediate and deep-reaching search after the causes of the disaster. As soon as the arrival of the Carpathia brings witnesses within reach he hopes to have them summoned before the committee. It is likely that the hearings will be conducted by a sub-committee, as the full committee already has many.

As a complement to the Congressional investigation Secretary Nagel of the Department of Commerce and Labor will take up at once with President Taft the entire subject of safeguarding ocean travel by more stringent American shipping regulations. The disaster has aroused Congress, President Taft, and the Cabinet to the urgent need for immediate measures of safety for ocean travel.

"There could be no greater motive for stringent legislation than the fate of the host of passengers whom the lifeboats of the Titanic could not carry to safety," said Representative Alexander. "There could be no more pungent illustration of the necessity of this legislation than is to be found in the stories survivors

Sweeping Legislation Likely.

That the Titanic disaster will undoubtedly lead to legislation of sweeping character respecting the protection to be given passengers on ocean steamers seems to be a foregone conclusion here. Discussion of the wreck is uppermost in the minds of members, and to-day there was a run on the Senate and House document rooms for copies of the last edition of the navigation laws of the United States. Senators and members are scrutinizing these sections of the law closely and drafting bills to remedy defects brought home very forcibly by the Titanic accident.

No blame is attached by members of Congress to the American steamboat Inspectors.

"They could not be blamed," said Judge Alexander to-night. "The Titanic was a British vessel, inspected by British inspectors, and beyond that she was on her maiden trip, and even if our inspectors, under existing law, could have done anything besides ascertaining that she came up to the requirements of her British certificate of inspection, our inspectors had never seen the steamer, because she had never been on this side of the ocean."

Regardless of the Titanic, the consensus of opinion among the Senators and members interviewed to-day by representatives of THE NEW YORK TIMES is that the navigation daws should be amended so as to require all steamers over which American inspectors have outright jurisdiction to carry enough boats to save every soul on board. No less than ten bills seeking to meet such a situation as the jeopardy of the Titanic after she struck were introduced in the House, and other bills are in preparation.

What the Bills Call For.

These bills call for everything from an international patrol of the North Atlantic steamer lanes to better lifeboat equipment. They are as follows:

By Judge Alexander of Missouri, Chairman of the Merchant Marine Committee—Establishment of trans-Atlantic steamer lane routes by international agreement, and for an international joint patrol of the North Atlantic steamship routes.

Representative Hardwick of Georgia—To require all ocean steamers to carry enough lifeboats.

Representative Calder of New York—For an international conference for uniform inspection and sufficient lifeboats for all ocean steamers.

Representative Kindred of New York—For bringing foreign inspected ships within the jurisdiction of American steamboat inspectors.

Representative Cline of Indiana—To compel all steamers to carry enough lifeboats.

Representative Levy of New York—For international joint patrol of North Atlantic ocean lanes.

Representative Sulzer of New York—To compel all steamers to carry enough boats.

Representative Cary of Wisconsin—To compel all steamers to carry sufficient lifeboats.

Representative Cary of Wisconsin—To compel steamers to carry water lights and ring buoy lights.

"No plans have yet been laid for an investigation," said Judge Alexander to-night," but there will be one, and it will be conducted along sane and sensible lines. When we get the facts about the loss of the Titanic, and find on examination that our laws respecting safety during ocean disasters are defective, as I think they are, we will submit to the Merchant Marine Committee a bill to correct the omissions, and secure sufficient appartus for the saving of human life until the help called for by wireless can reach the scene of trouble.

"With the development of wireless telegraphy, without which we would not even yet know of the Titanic's accident, it is all the more necessary that the safety appliances provision should be made for keeping every soul afloat until that help arrives.

Will Hear Ismay and Gracie.

"In connection with the formulation of remedial legislation we will no doubt summon witnesses who were aboard the Titanic who now the facts and are intelligent enough to state them. For instance, there is Mr. J. Bruce Ismay himself, head of the line, who is reported as a survivor. I would like to hear Mr. Ismay's account of what happened. There is also Col. Archibald Gracie of Washington, reported saved, one of the intelligent men aboard the Titanic who should be able to give us a valuable statement of facts. There are other intelligent men, survivors of the wreck, men familiar with conditions surrounding the disaster.

The wireless reports indicate that some of the minor officers were saved. It is not our intention to invite every survivor of the wreck to Washington. That will not be necessary. The newspapers will interview many of the survivors. From these stories we will get many valuable hints, and undoubtedly the British Government and the British Board of Trade will conduct inquiries of their own. I would be very glad to have Mr. Ismay appear. I have heard suggestions that there was an endeavor or desire to suppress facts as to the equipment of the Titanic."

Judge Alexander was asked respecting the two bills introduced by himself today contemplating international control and patrol of the North Atlantic ocean lanes.

"One of the bills," he said, "contemplates that the President initiate a movement for an international agreement for ocean navigation. This accident sharply calls the attention of the leading maritime nations to conditions surrounding travel along these routes and the whole question of the safety of ocean travel.

"My idea is that this country shall take the initiative in endeavoring to bring about an agreement internationally by which the routes to be traveled during different seasons of the year may be prescribed. We all know that the so-called southern route from Europe is safer, the northern route shorter. The transatlantic liners are all competing for business, and sometimes incur the dangers of utilization of the northern route at some seasons of the year. It looks very much, in such cases, like profit against life."

The bill by Mr. Alexnader reads:

That the President of the United States be and he hereby is authorized to invite maritime nations to co-operate with the Government of the United States in the establishment by international agreement of the lane routes to be followed by transatlantic passenger steamers.

Judge Alexander said if such an agreement cannot be reached he thinks the principal maritime nations should provide ships for the patrol of the North Atlantic steamer routes, and these ships be equipped with the best wireless apparatus, capable of communicating with either coast, and report meteorological and navigation conditions, the location and character of icebergs, and warn all passing and approaching vessels of the danger points.

With this end in view Judge Alexander introduced a bill reading:

That the President of the United States is hereby authorized to invite maritime nations to cooperate with a joint patrol by nations to co-operate with the Government of the United States in undertaking the maintenance of a joint patrol by suitable vessels of the Governments principally concerned over the waters of the North Atlantic Ocean to the north of the routes traversed by transatlantic passenger steamships north of 40 degrees north latitude and west of 40 degrees west longitude during the period of peril from ice.

For More Wirless Control.

The Titanic disaster will hasten action by Congress with respect to Federal control of radio-telegraphy. For some time bills have been pending before the House Merchant Marine Committee and the Senate Commerce Committee to vest the Secretary of Commerce and Labor with control over wireless operation. The War Navy, and Commerce and Labor Departments are behind these bills.

Commissioner of Navigation Chamberlain and Lieut. Commander Todd of the navy have been in almost daily conference with sub-committees which have been formulating the draft of these bills as they will be introduced in the House and Senate. The draft of the House bill was finished to-night in sub-committee composed of Messrs. Alexander, Stone, Ayers, Porter, and Parran. It will be submitted for approval to a full session of the House Merchant Marine Committee to-morrow morning.

"The bill, as agreed on by the subcommittee," said Chairman Alexander to-night, "and which is practically identical with the bill on the Senate side, will provide against just such interference with wireless communication as has been causing trouble in the case of the Titanic. It will provide for distress signals, the conditions under which they are to be handled and for the punishment of those who send out false distress and other signals.

"In connection with the Titanic disaster it has been shown that the receipt of messages was seriously interfered with, that amateurs and others butted in on the sending of messages, and that there was such confusion that communication could only with difficulty be established. On Monday there was, it seems, a false message sent out to the effect that the Titanic was afloat and being towed by the Virginian. The sending of such messages is made punishable by the bill we have framed. The proposed legislation will conform to the Berlin Radio Convention, which the Senate ratified a few days ago. It covers wave lengths and every essential feature of the radio situation. The text of the bill will be announced to-morrow."

Representative Hardwick's bill proposes to make it unlawful for any passenger ship to enter or clear American ports unless equipped with adequate lifeboats to accommodate its full passenger-carrying capacity.

Representative Calder's bill directs the President to arrange a conference with representatives of maritime nations and appoint American representatives to consider and establish a uniform system of inspection of all passenger-carrying vessels, to the end that they be equipped with sufficient lifeboats to safeguard all lives.

Representative Kindred's bill proposes to strike out of Section 4,400, Revised Statutes, the provision printed in THE NEW YORK TIMES this morning, which requires American inspectors to depend upon the foreign certificates of inspection as to the number of lifeboats, &c., required to be carried by the vessels. If this bill should pass foreign registered vessels would have to live up to American navigation requirements.

Representative Calder's bill would make it unlawful for vessels to leave American ports unless equipped with sufficient lifeboats in good condition to safely accommodate all passengers and crew. So does the Sulzer bill. The Cary bill seeks to require ocean vessels to carry water lights and ring buoy lights, also at least lights that will be ignited by water contact—two on the main deck and two on the deck on which lifeboats are carried.

AIR CLEARED OF MESSAGES.

Government Is Asked to Relieve Congestion of Wireless Flashes.

A man who was on the Ward liner Seguranca, which got in from Cuba yesterday, said that in the hours which followed the sinking of the Titanic and her call by wireless for help there was much confusion along the aerial lines and he was of the opinion that everybody with any sort of an instrument was contributing to the general confusion. This is a condition which Mr. Marconi has said resulted in the delays by wireless which followed the accident.

The company took a step yesterday to prevent further confusion and misunderstanding when, through its President, ex-Gov. John W. Griggs of New Jersey, it requested the Government to cease sending messages from its stations north of Norfolk, except from boats in the immediate vicinity. The Marconi Company closed down all its stations except four, which it said were unaffected by interference from amateurs. The four stations which will have control of the sending and receiving of messages from the Carpathia as she nears port are South Wellfleet, Siasconset, Sagaponack, and Sea Gate. This is the message to Gov. Griggs:

The Hon. John W. Griggs, Washington, D. C.:

Believe all interests best served if Government will interest all Government wireless stations north of Norfolk to cease sending, excepting cruisers or cutters in immediate vicinity of Carpathia. We agree to prohibit transmission of messages at all United States Wireless and Marconi ship and shore stations, excepting South Wellfleet, Siasconset, Sagaponack, and Sea Gate, allowing these stations, which are unaffected by amateurs, control of entire wireless situation.

This will avoid any chance of confusion due to excitement, and allow transmission of general news to relatives and friends of Titanic passengers. Also it will allow prompt, efficient handling by our trained force of thousands of urgent personal telegrams to survivors on Carpathia.

Would be willing to have naval stations do this, but we are positive our men can handle three messages to one by the navy, owing to expert telegraphers who are trained to our method of work.

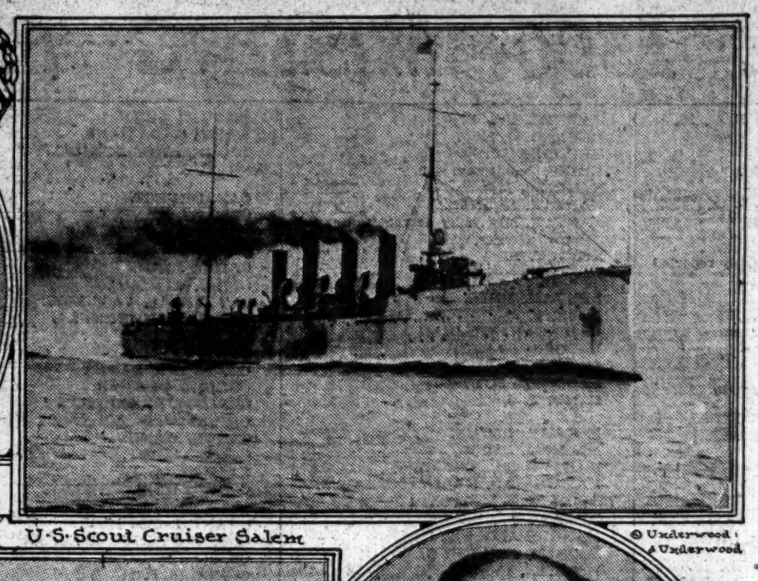
Positive first-named arrangement will produce best results for public. Our request strictly unselfish. Our only desire is best possible wireless service to those immediately interested. Please file this officially with Washington officials.

MARCONI COMPANY.

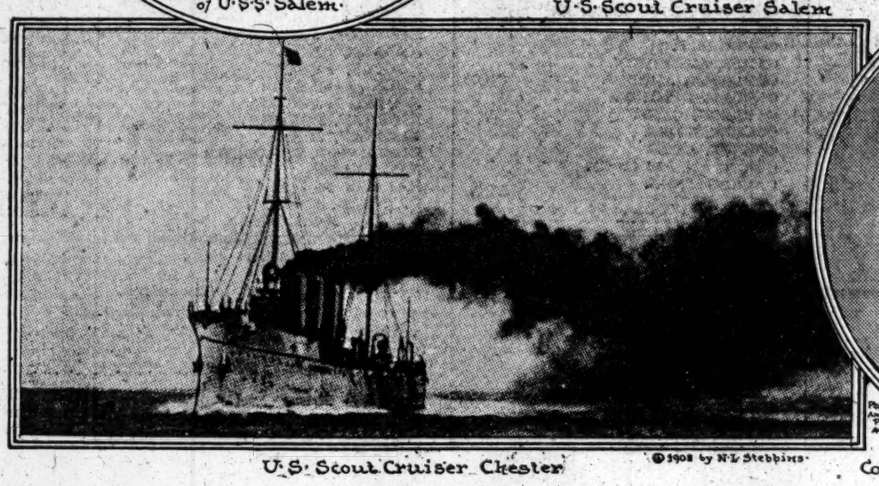
The congestion in wireless messages was somewhat relieved yesterday morning, the Marconi officials announced, when the Cunarder Franconia going to Boston got in touch with the shore station at Cape Race. From that point messages were relayed to Camperdown station. The officials managed to get through many of the 600 messages to the Carpathia which have been piling up during the time the Cunarder was out of touch with all stations.

Scout Cruisers and Commanders Ordered Out in Titanic Disaster.

Commander Lloyd H. Chandler of U.S.S. Salem.

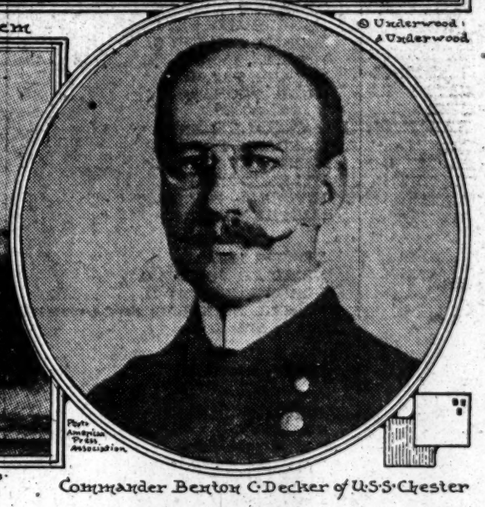


U.S. Scout Cruiser Salem



U.S. Scout Cruiser Chester

© 1908 by N.L. Stebbins.



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Commander Benton C. Decker of U.S.S. Chester

ROYALTY'S SYMPATHY TO PRESIDENT TAFT

King and Queen of England and King of Belgium Voice the Common Grief.

PRESIDENT ANSWERS IN KIND

Catholic Cardinals in Message Express the Hope That Ocean Travel Will Now Be Made Safe.

WASHINGTON, April 17.—President Taft to-day made public cablegrams received from the King and Queen of England and the King of Belgium, conveying their sympathy to the American people in the sorrows which have followed the Titanic disaster. The President's responses were also made public.

The message from King George, sent from Sandringham, and signed "George, R. and I.," read:

The Queen and I are anxious to assure you and the American Nation of the great sorrow which we experience at the terrible loss of life that has occurred among the American citizens, as well as among my own subjects, by the foundering of the Titanic. Our two coutries are so intimately allied by ties of friendship and brotherhood that any misfortunes which affect the one must necessarily affect the other, and on the present terrible occasion they are both equally sufferers.

President Taft's reply was:

In the presence of the appalling disaster to the Titanic the people of the two countries are brought into community of grief through their common bereavement. The American people share in the sorrow of their kinsmen beyond the sea. On behalf of my countrymen I thank you for your sympathetic message.

The message from King Albert of Belgium was as follows:

I beg your Excellency to accept my deepest condolences on the occasion of the frightful catastrophe to the Titanic which has caused such mourning in the American Nation.

The President's acknowledgment was:

I deeply appreciate your sympathy with my fellow-countrymen who have been stricken with affliction through the disaster to the Titanic.

The American Cardinals who are here attending the meeting of the Trustees of the Catholic University sent to the President this message:

The Archbishops of the country, in joint session with the Trustees of the Catholic University of America, beg to offer to the President of the United States their expression of their profound grief at the awful loss of human lives attendant upon the sinking of the steamship Titanic, and at the same time to assure the relatives of the victims of this horrible disaster of our deepest sympathy and condolence.

They wish to attest hereby to the hope that the lawmakers of the country will see in this sad accident the obvious necessity of legal provisions for greater security of ocean travel.

This was signed by Cardinals Gibbons of Baltimore, Farley of New York, and O'Connell of Boston.

President Taft received this telegram from Joseph F. Reynolds, President of the Chamber of Commerce of Augusta, Ga.:

The Chamber of Commerce of Augusta shares your anxiety concerning your aid and our fellow citizen, Major Archibald W. Butt. May your hope and ours that he be long spared to serve his country's President be realized.

Many other messages from individuals have been received at the White House.

LONDON, April 17.—The White Star Line has received many messages of sympathy on the Titanic disaster. Emperor William's telegram read:

Achilleion, April 16.

Deeply grieved by the sad news of the terrible disaster which has befallen your line, I send you the expression of my deepest sympathy and also with all those who mourn the loss of relatives and friends.

WILLIAM, I. R.

The Executives of the British Committee for the celebration of the Centenary of Peace, held under the Presidency of Earl Grey, to-day passed a resolution of sympathy, especially expressing solicitude for William T. Stead.

ROME, April 17.—Both Pope Pius and King Victor Emmanuel have expressed their deep sympathy for the victims of the Titanic disaster, and have asked to be informed of the details of the wreck and the names of the survivors. Among the passengers were several American citizens who were known personally to the King and the Pope, as they were recently received by them in private audience.

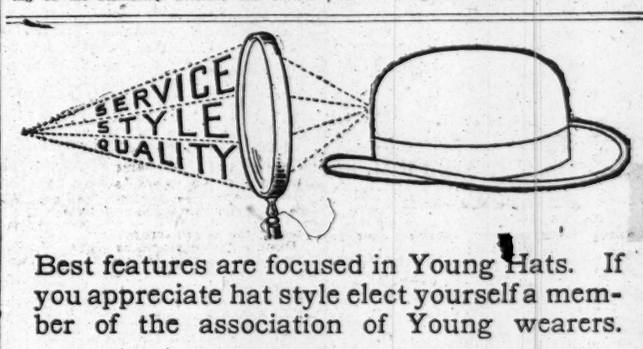
Ernest Nathan, Mayor of Rome, conveyed his condolences and those of the city to the American Embassy.

ASTOR YACHT READY FOR SEA.

Vincent Will Take His Father's Widow Off the Carpathia.

John Jacob Astor's steam yacht Noma probably will go down the bay to-day to await the coming of the Cunarder Carpathia and bring ashore Mrs. Astor. As soon as word is received that the Carpathia is nearing the Hook the Noma will steam out to meet her. On board will be Vincent Astor, members of the Force family, and William A. Dobbyn, Col. Astor's private secretary.

The Noma is now at Morse Yard in Brooklyn. Her commander was hurriedly summoned Tuesday afternoon and the work of coaling her was begun at once. The yacht was said to be in ship shape yesterday and she is now ready to drop down to Staten Island at the first news of the Carpathia's approach.



Best features are focused in Young Hats. If you appreciate hat style elect yourself a member of the association of Young wearers.

Spring Derbies and Soft Hats, $3 & $4

199 Broadway.
605 Broadway.
849 Broadway.
903 Broadway.
1197 Broadway.
500 Fifth Ave.

Young's Hats
HOME BETTER MADE

1359 Broadway.
6 Broadway.
37 Nassau St.

Only Brooklyn Store, 371 Fulton St., Opposite City Hall.

Morgan & Brother
(Established 1851.)
Storage Warehouses
Moving & Motor Vans,
230, 232, 234, 236 West 47th St., N. Y.
Near Broadway. 'Phone 52 Bryant.
Separate rooms for storage of household goods.
Furniture and works of Art boxed, packed, and shipped to all parts of the world.
Household effects moved from NEW YORK to PHILADELPHIA Via
MOTOR VANS
in 12 hours.
SEND FOR ESTIMATE.

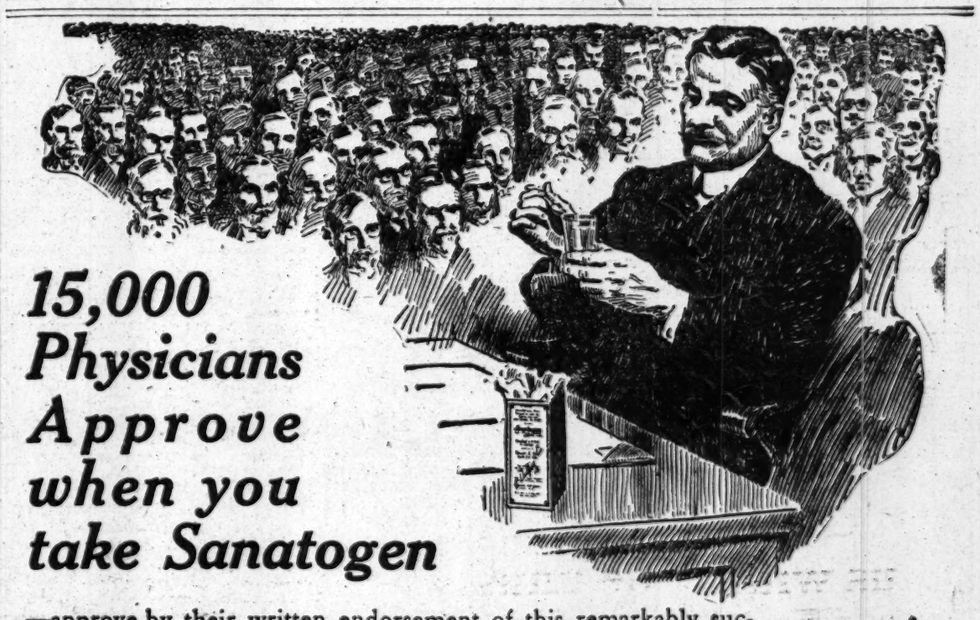
Men's Imported Raincoats
at Saks'

¶ Never put up your umbrella before it rains—but have it handy. If it does not rain when this announcement appears, you still have the comforting reflection that it will rain before long. And a raincoat is the only thing for the kind of rain that belongs to April—heavy thunder showers and penetrating drizzles. We have a lot of American raincoats, but the best come from England, where it rains so habitually that keeping dry is a national problem.

¶ These English raincoats are made of superior rubberized materials, in various colorings, and are guaranteed to afford the same protection on land as oilskins on the hurricane deck. Substantially made and finished, and very reasonably priced, when you remember that they have had to pay for their transportation over here.

15.00 to 35.00

Saks & Company
Broadway at 34th Street.



15,000 Physicians Approve when you take Sanatogen

—approve by their written endorsement of this remarkably successful food-tonic.

The opinions of this splendid body of practising physicians have followed *actual test of Sanatogen*, and such a mass of opinion has a weight that may well give confidence to everyone who turns to Sanatogen for help.

HELP—not magic, not makeshift, not stimulant—*real help* to an exhausted nervous system—that is the "secret" of Sanatogen, that is the basis of the enthusiastic approval of medical men who know that nerves to be helped must be *fed*.

Nerves have their own hunger, and their hunger brings the rebellion that disturbs the balance of health. Every function of the body feels the depression and disturbance—sleep, digestion, mental efficiency, all are affected, and reaction aggravates the trouble. The one practical answer to this nerve hunger is *food*, a specific food that will give to the nerves the nourishment they have failed to gather from the daily food of the body.

Sanatogen's scientifically combined elements of nerve strength, purest albumen and glycero-phosphate of sodium, go straight to the points of weakness. They restore the losses and in that way *rebuild* and revitalize the system. They cheer and invigorate by the logical *natural* means of *meeting the demand*. If *you* will try Sanatogen you will find that this multitude of physicians, and the wide groups of famous men and women who have written of it so enthusiastically, have but spoken for a universal need of the human system.

Prof. C. A. Ewald, of Berlin University, Doctor honoris causa University of Maryland, states in his contribution on "Typhus abdominalis":

"I can say that I have used Sanatogen in a great number of cases (that is, in those disturbances of metabolism which were mainly of a nervous or neurasthenic origin), and have obtained excellent results."

John Burroughs, the distinguished naturalist and author, writes:

"I am sure I have been greatly benefited by Sanatogen. My sleep is fifty per cent. better than it was one year ago, and my mind and strength are much improved."

Charles D. Sigsbee, Rear Admiral, U. S. Navy writes:

"After a thorough trial of Sanatogen, I am convinced of its merit as a food and tonic. Its beneficial effects are beyond doubt."

Sir Gilbert Parker, M.P., the eminent novelist-statesman, writes from London:

"Sanatogen is to my mind a true food-tonic, feeding the nerves, increasing the energy, and giving fresh vigor to the overworked body and mind."

The Most Rev. The Archbishop of Bombay, writes:

"I use Sanatogen every now and then, under my doctor's advice, and always derive great benefit from it."

Prof. Thomas B. Stillman, M.S., Ph.D., the well-known research chemist of Stevens' Institute, writes:

"The chemical union of the constituents of Sanatogen is a true one, representative of the highest skill in the formation of a product containing phosphorus in the organic phosphate condition, and so combined that digestion and assimilation of Sanatogen are rendered complete with the greatest ease."

This Remarkable Book FREE

We ask you earnestly to get acquainted with Sanatogen. Investigate our claims first if you like, and we are only too glad to have you do so. Ask your doctor about it, and in any case write at once for our book, "Our Nerves of Tomorrow," written in an absorbingly interesting style, beautifully illustrated and containing facts and information of vital interest to you. This book also contains evidence of the value of Sanatogen which is as remarkable as it is conclusive.

Sanatogen is sold in three sizes, $1.00, $1.90, $3.60

Get Sanatogen from your druggist—if not obtainable from him, sent upon receipt of price.

THE BAUER CHEMICAL CO. 26 Irving Place New York

ROLL OF THE 1500 MISSING FROM THE TITANIC

Names of Many Noted Men on the List of Gigantic Liner's Victims.

STOOD ASIDE FOR WOMEN

Colonel Astor, Isidor Straus, Major Butt, Henry B. Harris, and Jacques Futrelle Among the Unreported.

FIRST CABIN.

A.

ANDERSON, HARRY.
AUBERT, Mrs. N., and maid; may be among saved; reported as Mrs. ROSE ABBOTT.
ALLISON, H. J.
ALLISON, Mrs., and maid.
ALLISON, Miss.
ANDREWS, THOMAS.
ARTAGAVOYTIA, Mr. RAMON.
ASTOR, Col. J. J., and servant.
ANDERSON, WALKER.

B.

BEATTIE, T.
BRANDIES, E.
Mrs. William Bucknell's maid.
BAUMANN, J.
BAXTER, Mr and Mrs. QUIGG.
BJORNSTORM, H.
BIRNBAUM, JACOB.
BLACKWELL, S. W.
BOREBANK, J. J.
BOWDEN, Miss.
BRADY, JOHN B.
BREWE, ARTHUR J.
BUTT, Major A.

C.

CANDEE, Mrs. C., probably reported saved as Mrs. CHURCHILL CANDER.
CLARK, WALTER M.
CLIFFORD, GEORGE Q.
COLLEY, E. P.
CORNELL, Mrs. R. C., probably reported saved as Miss R. O'CONNELL.
CARDELL, Mrs. C., may have been reported saved as Mrs. C. CANDER.
CARDEZA, T. D. M., servant of.
CARDEZA, Mrs. J. W., maid of.
CARLSON, FRANK.
CORRAN, F. M.
CORRAN, J. P.
CHAFEE, Mr. H. I.
CHISHOLM, ROBERT.
COMPTON, Miss S. R.
COMPTON, Mr. and Mrs. A. T.
CRAFTON, JOHN B.
CROSBY, EDWARD G.
CUMINGS, JOHN BRADLEY.

D.

DAVIDSON, THORNTON.
DULLES, WILLIAM G.
DALY, P. D.
DOUGLAS, W. D.
Nurse of DOUGLAS, Master R.

E.

EUSTIS, Miss E. M., may be reported saved as Miss ELLIS.
EVANS, Miss E.

F.

FORTUNE, MARK.
FOREMAN, B. L.
FORTUNE, CHARLES.
FRANKLIN, T. P.
FUTRELLE, J.

G.

GEE, ARTHUR.
GOLDENBERG, E. L.
GIBSON, Mrs. L. D.
GOLDSCHMIDT, G. B.
GREENFIELD, G. B.
GIGLIO, VICTOR.
GUGGENHEIM, BENJAMIN.

H.

Servant of HARPER, HENRY S.
HAYS, CHARLES M.
Maid of HAYS, Mrs. CHARLES M.
HEAD, CHRISTOPHER.
HILLIARD, H. H.
HIPKINS, Mr. and Mrs. W. F.
HOGENHEIM, Mrs. A.
HARRIS, HENRY B.
HARP, Mr. and Mrs. CHARLES M.
HARP, Miss MARGARET, and maid.
HOST, W. F.
HOLVERSON, A. M.

I.

ISHAM, Miss A. E.
Servant of J. BRUCE ISMAY.

J.

JULIAN, H. F.
JONES, C. C.

K.

KENT, EDWARD A.
KENYON, Mr. and Mrs. F. R., may be reported saved as KENCHEN and KENNYMAN.
KIMBALL, Mr. and Mrs. E. N., may be reported saved as Mr. and Mrs. E. KIMBERLEY.
KLOBER, HERMAN.

L.

LAMBERT, WILLIAMS.
LAWRENCE, ARTHUR.
LONG, MILTON.
LONGLEY, Miss G. F.
LEWY, E. G.
LINES, E. H.
LINDSHOLM, J., may be reported saved as Mrs. SIGRID LINDSTROM.
LORING, J. H.
LINGREY, EDWARD.

M.

MAGUIRE, J. E.
McCAFFRY, T.
McCAFFRY, T., Jr.
McCARTHY, T., Jr.
McGOUGH, Mrs. J. B.
MIDDLETON, J. C.
MILLETT, FRANK D.
MINAHAN, Dr. and Mrs.
MARECHAL, PIERRE.
McGOUGH, J. R., probably reported saved as JAMES GOOGHT.
MEYER, EDGAR J.
MOLSON, H. M.
MOORE, C., servant.

N.

NATSCH, CHARLES.
NEWALL, Miss T.
NICHOLSON, A. S.

O.

OVIES, S.
ORNOUT, ALFRED T.

P.

PARR, M. H. W.
PEARS, Mr. and Mrs. THOMAS.
PENASCO, Mr. and Mrs. VICTOR, and maid.
PARTNER, M. A.
PAYNE, V.
POND, FLORENCE, and maid.
PORTER, WALTER.
PUFFER, C. C.

R.

REUCHLIN, J.
Maid of ROBERT, Mrs. E.
ROEBLING, WASHINGTON A., 2d.
ROOD, HUGH R.
ROES, J. HUGO.
Maid of Countess ROTHES.
ROTHSCHILD, M.
ROWE, ARTHUR.
RYERSON, A.

S.

SHUTES, Miss E. W., probably reported saved as Miss SHUTTER.
SILVEY, WILLIAM B.
Maid of Mrs. D. C. SPEDDEN.
SPEDEN, Master D., and nurse.
SPENCER, W. A.
STEAD, W. T.
STEHLI, Mr. and Mrs. MAX FROLISHER.
Maid of Mrs. GEORGE STONE.
STRAUS, Mr. and Mrs. ISIDOR.
SUTTON, FREDERICK.
SMART, JOHN M.
SMITH, CLINCH.
SMITH, R. W.
STEWART, A. A., may be reported saved as FREDERICK STEWART.
SMITH, L. P.

T.

TAUSSIG, Mrs. EMIL.
Maid of Mrs. THAYER.
THAYER, JOHN B.
THORNE, C.

V.

VANDERHOOF, WYCKOFF.

W.

WALKER, W. A.
WARREN, F. M.
WHITE, PERCIVAL A.
WHITE, RICHARD F.
WIDENER, G. D., and servant.
WIDENER, HARRY.
WOOD, Mr. and Mrs. FRANK P.
WEIR, J.
WICK, GEORGE D.
WILLIAMS, DUANE.
WRIGHT, GEORGE.

SECOND CABIN.

A.

ABELSON, SAMSON.
ANDREW, FRANK.
ASHBY, JOHN.
ALDWORTH, C.
ANDREW, EDGAR.

B.

BEACKEN, JAMES H.
BROWN, Mrs.
BANFIELD, FRED.
BEIGHT, NAIL.
BRAILY, Bandsman.
BREICOUX, Bandsman.
BAILEY, PERCY.
BAINBRIDGE, C. R.
BYLES, the Rev. THOMAS.
BEAUCHAMP, H. J.
BEESLEY, LAWRENCE.
BIRG, Miss E.
BROWN, MILDRED.
BENTHAN, I.
BATEMAN, ROBERT J.
BUTLER, REGINALD.
BOTSFORD, HULL.
BOWEENER, SOLOMON.
BERRIMAN, WILLIAM.

C.

CLARKE, CHARLES.
CLARK, Bandsman.
COREY, Mrs.
CARTER, the Rev. ERNEST.
CARTER, Mrs.
COLERIDGE, REGINALD.
CHAPMAN, CHARLES.
CUNNINGHAM, ALFRED.
CAMPBELL, WILLIAM.
COLLYER, HARVEY.
CORBETT, Mrs. IRENE.
CHAPMAN, JOHN R.
CHAPMAN, Mrs. E.
COLANDER, ERIE.
COTTERILL, HARRY.
CHARLES, WILLIAM, probably reported saved as WILLIAM CHARLES.

D.

DEACON, PERCY.
DAVIS, CHARLES, may be reported saved as John Davies.
DEBBEN, WILLIAM.
DE BRITS, JOSE.
DANBORNY, H.
DREW, JAMES.
DREW, Master M.
DAVID, Master J. W.
DURAN, Miss A.
DOUNTON, W. J.
DEL VARIO, S.
DEL VARIO, Mrs.

E.

ENANDER, INGVAR.
EITMILLER, G. F.

F.

FROST, A.
FYNNERY, Mr.
FAUNTHROPE, H.
FILLBROOK, C.
FUNK, ANNIE.
FAHLSTROM, A.
FOX, STANLEY N.

G.

GREENBERG, S.
GILES, RALPH.
GASKELL, ALFRED.
GILLESPI, WILLIAM.
GILBERT, WILLIAM.
GALL, HARRY.
GALL, S.
GILL, JOHN.
GILES, EDGAR.
GILES, FRED.
GALE, HARRY.
GALE, PHADRUCH.
GARVEY, LAWRENCE.

H.

HICKMAN, LEONARD.
HICKMAN, LEWIS.
HUME, bandsman.
HICKMAN, STANLEY.
HOOD, AMBROSE.
HODGES, HENRY P.
HART, BENJAMIN.
HARRIS, WALTER.
HARPER, JOHN.
HARPER, NINA.
HARBECK, W. H.
HOFFMAN, Mr.
HOFFMAN, child.
HOFFMAN, child.
HERMAN, Mrs. S.
HOWARD, B.
HOWARD, Mrs. E. T.
HALE, REGINALD.
HAMATAINEN, ANNA, and infant son.
HILUNEN, M.
HUNT, GEORGE.

I.

ILETT, BERTHA.

J.

JACOBSON, Mr.
JACOBSON, Mrs.
JACOBSON, SYDNEY.
JEFFERY, CLIFFORD.
JEFFERY, ERNEST.
JENKIN, STEPHEN.
JARVIS, JOHN D.

K.

KEANE, DANIEL.
KIRKLAND, Rev. C.
KARNES, Mrs. F. G.
KEYNALDO, Miss.
KRILLNER, J. H.
KRINS, bandsman.
KARINES, Mrs.
KANTAR, SELNA.
KANTAR, Mrs., may be reported saved as Mrs. C. Cander.
KNIGHT, R.

L.

LENGAM, JOHN.
LEVY, P. J.
LAHTIGAN, WILLIAM.
LAUCH, CHARLES.
LEYSON, R. W. N.
LAROCHE, JOSEPH.
LAMB, J. J.

M.

McKANE, PETER.
MILLING, JACOB.
MANTVILLE, JOSEPH.
MALACHARD, NOLL; maybe reported saved as Mme. MELICARD.
MORAWECK, Dr.
MANGIOVACCLI, E.
McCRAE, ARTHUR G.
McCRIE, JAMES M.
McKANE, PETER D.
MUDD, THOMAS.
MACK, MARY.
MARSHALL, HENRY.
MAYBERG, FRANK H.
MEYER, AUGUST.
MYLES, THOMAS.
MITCHELL, HENRY.
MATTHEWS, W. J.

N.

NESSEN, ISRAEL.
NICHOLLS, JOSEPH C.
NORMAN, ROBERT D.
NASSER, NICHOLAS; maybe reported saved as Mrs. Nasser.

O.

OTTEO, RICHARD.

P.

PHILLIPS, ROBERT.
PONESELL, MARTIN; maybe reported as M. F. Pososns.
PAIN, Dr. ALFRED.
PARKES, FRANK.
PENGELLY, F.
PERNOT, RENE.
PERUSCHITZ, Rev.
PARKER, CLIFFORD.
FULBAUM, FRANK.

R.

ROGERS, GETINA, probably reported saved as Miss Eliza Rogers.
RENOUF, PETER E.
ROGERS, HARRY.
REEVES, DAVID.

S.

SLEMEN, R. J.
SOBERG, HAYDEN.
SLATTER, Miss H. M.
STANTON, WARD.
SINKKONEN, ANNA, probably reported saved as Anna Sinkkanca.
SWORD, HANS K.
STOKES, PHILIP J.
SHARP, PERCIVAL.
SEDGWICK, Mr.
SMITH, AUGUSTUS.
SWEET, GEORGE.
SJOSTEDT, ERNEST.

T.

TOOMEY, ELLEN, may be reported saved as Ellen Formery.
TAYLOR, Bandman.
TURPIN, WILLIAM J.
TURPIN, Mrs. DOROTHY.
TURNER, JOHN H.
TROUNEANSKY, M.
TERVAN, Mrs. A.
TRANT, Mrs. JESSE, probably reported saved as Mrs. Jesse Traut.

V.

VON DRACHSTED, Baron.
VEALE, JAMES.

W.

WILHELM, CHARLES, probably reported saved as Charles Williams.
WATSON, E.
WOODWARD, Bandman.
WARE, WILLIAM C.
WEIZ, LEOPOLD.
WHEADON, EDWARD.
WARE, JOHN J.
WARE, Mrs., may be reported saved as Miss Florence Mare.
WEST, E. ARTHUR.
WHEELER, EDWIN.
WENMAN, SAMUEL.

THIRD CLASS—STEERAGE.

A.

ALLUM, OWEN.
ALEXANDER, WILLIAM.
ADAMS, J.
ALFRED, EVAN.
ALLEN, WILLIAM.
AKAR, NOUREALAIN.
ASSAD, SAID.
ALICE, AGNES.
ABBING, ANTHONY.
AKS, FILLY.
ATTALA, MALAKKA.
AYONT, BANCURA.
AHMED, ALI.
ALHOMAKI, ILMARI.
ALI, WILLIAM.
ANDERS, GUSTAFSON.
ASSAM, ALI.
ASIN, ADOLA.
ANDERSON, ALBERT.
ANDERSSON, IDA.
ANDERSON, THOR.
APSLUND, CHARLES, and family.
ARONSON, ERNEST.
AHLIN, JOHANNA.
ANDERSON, ANDEVA, family.
ANDERSON, SAMUEL.
ANDRESSEN, PAUL.
AUGUSTAN, ALBERT.
ABELSETT, OLAI.
ADELSETH, KAREN.
ADOLF, HUMBLIN.
ANDERSON, ERNA.
ANGHELOFF, MINKO.
ARNOLD, JOSEF.
ARNOLD, JOSEPHINE.
ASTLUND, JOHAN.

B.

BRAUND, LEWIS.
BRAUND, OWEN.
BOWEN, DAVID.
BEAVAN, W.
BACHINI, ZABOUR.
BELMENTOY, HASSEF.
BADT, MOHAMET.
BETROS, YAZBECK.
BARRY, ——.
BUCKLEY, KATHERINE.
BURKE, JEREMIAH.
BARTON, DAVID.
BROCKLEBANK, WILLIAM.
BILLIARD, A., and two children.
BONTOS, HANNA.
BACCOS, BOULOS.
BEXROUS, TANNOUS.
BURKE, JOHN.
BURKE, KATHERINE.
BURKE, MARY.
BURNS, MARY.
BERGLIND, IVAR.
BALKIC, CERIN.
BROBEK, CARL.
BACKSTROM, KARL.
BOSTANDYEFF, CUENTCHE.
BENSON, JOHN.
BERKLUND, HANS.
BJORKLAND, ERNEST.

C.

CAN, ERNEST.
CREASE, ERNEST.
COHETT, GURSHON.
COUTTS, WINNIE, and two children.
CRIBB, JOHN.
CRIBB, ALICE C.
CATAVELAS, VASSILIOS.
CARAM, CATHERINE.
CANNAVAN, P.
CARR, JENNY.
CHARTENS, DAVID.
CONLIN, THOMAS.
CELLOTI, FRANCESCO.
CHRISTMANN, EMIL.
COXON, DANIEL.
CORN, HARRY.
CARVER, A.
COOK, JACOB.
CHIP, CHANG.
CHANINI, GEORGES.
CHRONOPOLOUS, DEMETRIS.
CONNAGHTON, M.
CONNORS, P.
CARLS, ANDERSON.
CARLSSON, AUGUST.
COELHE, DOMINGO.
CARLSON, CARL.
COLEFF, SOTIE.
COLEFF, PEYE.
COR, IVAN, and family.
CALIC, MANDA.
CALIC, PETER.
CRESKOSIC, LUKA.
CACIC, GEGO.
CACIC, LUKA.
CACIC, TARIA.
CARLSON, JULIUS.
CRESCOVIC, MARIA.

D.

DUGEMIN, JOSEPH.
DEAN, BERTRAM.
DORKINGS, EDWARD.
DENNIS, SAMUEL.
DENNIS, WILLIAM.
DRAZENOVIC, JOSEF.
DAHER, SHEDID.
DALY, EUGENE.
DWAR, FRANK.
DAVIES, JOHN.
DOWDELL, E.
DAVISON, THOMAS.
DAVISON, MARY.
DAHL, CHARLES.
DRAPKIN, JENNIE.
DONAHUE, BERT.
DOYLE, ELLEN.
DWYER, TILLIE.
DAKIC, BRANKO.
DANOFF, YOTO.
DANTCHOFF, CHRISTO.
DENKOFF, MITTO.
DINTCHEFF, VALTCHO.
DEDALIC, REGZO.
DAHLBERG, GERDA.
DEMOSSEMACKER, EMMA.
DEMOSSEMACKER, GUILLAUME.
DIMIC, JOVAN.
DAHL, MAURITZ.
DANBOM, ERNEST, and family.
DYKER, ADOLPH.
DYKER, ELIZABETH.

E.

EVERETT, THOMAS.
EMPUEL, ETHEL.
ELSBURY, JAMES.
ELIAS, JOSEPH.
ELIAS, JOSEPH.
ELIAS, HANNA.
ELIAS, FOOFA.
EMMET, THOMAS.
ECIMOSIC, JOSO.
EDWARDSON, GUSTAVE.
EKLUNG, HANS.
EKSTROM, JOHAN.

F.

FORD, ARTHUR.
FORD, MARGARET, and family.
FRANKLIN, CHARLES.
FOO, CHEONG.
FARRELL, JAMES.
FLYNN, JAMES.
FLYNN, JOHN.
FOLEY, JOSEPH.
FOLEY, WILLIAM.
FINOTE, LINGI.
FISCHER, EBERHARD.

G.

GOODWIN, F., and family.
GOLDSMITH, FRANK, and family.
GREEN, GEORGE.
GUEST, FRANK.
GARFIRTH, JOHN.
GILLINSKI, LESLIE.
GHEORGEFF, STANO.
GHEMAT, EMAR.
GERIOS, YOUSSEF.
GERIOS, YOUSOFF.
GERIOS, ASSAF.
CHALIL, SAAI.
GALLAGHER, MARTIN.
GANAVAN, MARY.
GLINAGH, KATIE.
GLYNN, MARY.
GRONNESTAD, DANIEL.
GUSTAFSCH, GIDEON.
GOLDSMITH, NATHAN.
GONCALVES, MANCEL.
GUSTAFSON, JOHAN.
GRAF, ELIN.
GUSTAFSON, ALFRED.

H.

HYMAN, ABRAHAM.
HARKNETT, ALICE.
HANE, YOUSSEF, and two children.
HAGGERDON, KATE.
HAGGERTY, NORA.
HART, HENRY.
HOWARD, MAY.
HARMER, ABRAHAM.
HACHINI, NAJIB.
HELENE, EUGENE.
HEALY, NORA.
HENERY, DELLA.
HEMMING, NORA.
HANSEN, CLAUS.
HANSEN, FANNY.
HEININAN, WENDLA.
HERVONEN, HELGA, and child.
HAAS, ALAISA.
HAKKURAINEN, ELIN.
HAKKURAINEN, POKKA.
HANKOMEN, ELUNA.
HANSEN, HENRY.
HENDEKOVIC, IGNAZ.
HICKKINEN, LAINA.
HOLM, JOHN.
HADMAN, OSCAR.
HAGLAND, CONRAD.
HAGLAND, INGVALD.
HENRIKSSON, JENNY.
HILLSTROM, HILDA.
HOLTEN, JOHAN.

I.

ING, HEN.
IEMENEN, MANTA.
ILMAKANGAS, PISTA.
ILMAKANGAS, IDA.
ILIEFF, KRISTE.
ILIEFF, YLIO.
IVANOFF, KANIE.

J.

JOHNSON, A., and family.
JAMILA, NICOLA, and child.
JENYMIN, ANNIE.
JOHNSTONE, W.
JOSEPH, MARY.
JEANNASR, HANNA.
JOHANNESSEN, BERNT.
JOHANNESSEN, ELIAS.
JOHANSEN, NILS.
JOHANSON, OSCAR.
JOHANSSON, GUSTAV.
JOHKOFF, LAZER.
JOHNSON, ELIS, and family.
JOHNSON, JAKOB.
JOHNSSON, NILS.
JANSEN, CARL.
JARDIN, JOSE.
JENSEN, HANS.
JOHANSSON, ERIC.
JUSSILA, ERIC.
JUTEL, HENRY.
JOHANSON, OSCAR.
JOHNSSON, CARL.
JUSILA, KATRINA.
JUSILA, MARIA.

K.

KEEFE, ARTHUR.
KASSEN, HOUSSEIN.
KARUM, FRANZ, and child.
KELLY, ANNA.
KELLY, JAMES.
KENNEDY, JOHN.
KERANE, ANDY.
KELLEY, JAMES.
KEENI, FAHIM.
KHALIL, LAHIA.
KIERNAN, PHILIP.
KIERNAN, JOHN.
KILGANNON, THEODORE.
KAKIC, TIDO.
KARAJIS, MILAN.
KARKSON, EINAR.
KALVIG, JOHANNES.
KING, VINCENZ, and family.
KALLIO, NIKOLAI.
KARLSON, NILS.
KLASSON, KLARA, and two children.

L.

LOVELL, JOHN.
LOB, WILLIAM.
LOBB, CORDELIA.
LESTER, JAMES.
LITHMAN, SIMON.
LEONARD, I.
LEMBEROPOLOUS, P.
LAKARIAN, ORSEN.
LANE, PATRICK.
LEARY, NORA.
LENNON, DENNIS.
LAM, AH.
LAM, LEN.
LANG, FANG.
LING, LEE.
LOCKYER, EDWARD.
LATIFE, MARIA.
LENNON, MARY.
LINEHAN, MICHAEL.
LEINENEN, ANTTI.
LINDELL, EDWARD.
LINDELL, ELIN.
LINGQUIST, VINE.
LARSON, VIKTOR.
LEFEBRE, FRANCES, and family.
LINDBLOM, AUGUST.
LULIC, NICOLA.
LUNDALL, HANS.
LUNDSTROM, JAN.
LYNTAKOFF, STANKE.
LANDEGREN, AURORA.
LAITINEN, SOFIA.
LARSSON, BENGT.
LASSON, EDWARD.
LINDHAL, ANNA.
LUNDIN, OLGA.

M.

MOORE, LEONARD.
MACKAY, GEORGE.
MEEK, ANNIE.
MIKALSEN, SANDER.
MILES, FRANK.
MILES, FREDERICK.
MORLEY, WILLIAM.
McNAMEE, NEAL.
McNAMEE, ELLEN.
MEANWELL, MARIAN.
MEO, ALFONSO.
MAISNER, SIMON.
MURDLIN, JOSEPH.
MOOR, BELLE.
MOOR, MEIER.
MARIA, JOSEPH.
MANTOUR, MOUSEA.
MONCAREK, OMINE, and two children.
MUSTAFA, NASR.
MIKE, ANNA.
MUSTMANS, FATINA.
MARTIN, JOHAN.
MALINOFF, NICOLA.
McCOY, BRIDGET.
McELROY, MICHAEL.
McGOWAN, KATHERINE.
McMAHON, ——.
McMAHON, MARTIN.
MADIGAN, MAGGIE.
MANION, MARGARET.
MECHAN, JOHN.
MOCKLARE, ELLIS.
MORAN, JAMES.
MULVIHILL, BERTHA.
MURPHY, KATE.
MIKANEN, JOHN.
MELKEBUK, PHILEMON.
MERMS, LEON.
MIDTSJO, CARL.
MYHRMAN, OLIVER.
MILSSON, HERTA.
MYSTER, ANNA.
MAKINEN, KALE.
MARKOFF, MARTIN.
MARINKO, DIMITRI.
MINEFF, IVAN.
MINKOFF, IAZAR.
MIRKO, DIKA.
MITKOFF, NITTO.
MOEN, SIGURD.

N.

NANCARROR, WILLIAM.
NOMAGH, ROBERT.
NAKLE, TROTIK.
NAKED, MARIA.
NOSWORTHY, RICHARD.
NAUGHTON, HANNAH.
NOREL, MANSEUR.
NIELS, ——.
NYOVEN, JOHAN.
NAIDENOFF, PENKE.
NANKOFF, MINKO.
NEDELIC, PETROFF.
NENKOFF, CHRISTE.
NILSON, AUGUST.
NIRVA, ISAK.
NANDEWALLE, NESTOR.

O.

O'BRIEN, DENNIS.
O'BRIEN, HANNA.
O'BRIEN, THOMAS.
O'DONNELL, PATRICK.
ODELE, CATHERINE.
O'CONNOR, PATRICK.
O'KEEFE, PATRICK.
O'NEILL, BRIDGET.
ORTIN, AMIN.
ODAHL, MARTIN.
OLMAN, VELIN.
OLSEN, HENRY.
OLMAN, MARA.
OLSEN, ELEDI.
OLSEN, CARL.
OLSEN, OLE.
OLSEON, ELEN.
OLSON, JOHN.
ORESCOVIC, TEKO.

P.

PEDRUZZI, JOSEPH.
PERKIN, JOHN.
PEARCE, ERNEST.
PEACOCK, TREESTEALL, and two children.
POTCHETT, GEORGE.
PETERSON, MARIUS.
PETERS, KATIE.
PAULSSON, ALMA, and family.
PANULA, MARI, and family.
PEKONAMI, E.
PELTOMAKI, MIHELDI.
PACRUIC, MATE.
PACRUIC, TAMO.
PASTCHE, PETROFF.
PLETCHARSKY, VASIL.
PALOVIC, VTEFO.
PETRANEC, MATILDA.
PARSON, ERNEST.
PASIC, JACOB.
PLANKE, JULES.
PETERSON, ELLEN.
PETERSON, OLAF.
PETERSON, WOHN.

R.

ROUSE, RICHARD.
RUSH, ALFRED.
ROGERS, WILLIAM.
REYNOLDS, HAROLD.
RIORDAN, HANNAH.
RYAN, EDWARD.
RAINCH, RAZI.
ROUFOUL, APOSETUN.
READ, JAMES.
ROBINS, ALEXANDER.
ROBINS, CHARITY.
RISIAN, SAMUEL.
RISIAN, EMMA.
RUNNESTVET, KRISTIAN.
RANDEFF, ALEXANDRE.
RINTAMAKI, MATTI.
ROSBLON, HELEN, and family.
RIDEGAIN, CHARLES.

S.

SADOWITZ, HARRY.
SAUNDERCOCK, W.
SHELLARK, FREDERICK.
SAGE, JOHN, and family.
SAWYER, FREDERICK.
SPINNER, HENRY.
SHORNEY, CHARLES.
SARKIS, LAHOUND.
SULTANI, MEME.
STANKOVIC, JAVAN.
SALINI, ANTONI.
SEMAN, BETROS.
SADLIER, MATT.
SCANLON, JAMES.
SHAUGHNESSAY, P.
SIMMONS, JOHN.
SEROTA, MAURICE.
SOMERTON, F.
SLOCOVSKI, SELMEN.
SUTCHALL, HENRY.
SATHER, SIMON.
STOREY, T.
SPECTOR, WOOLF.
SIRAYAMAN, PETER.
SAMAAN, JOUSEEF.
SAIIDE, BARBARA.
SAAD, DIVO.
SARKIS, MADIRESIAN.
SHINE, ELLEN.
SULLIVAN, BRIDGET.
SALANDER, CARL.
SEPELELANAKER, ALFONS.
SKOVG, WILLIAM, and family.
SOLVANG, LENA.
STRANSBERG, IDA.
STRILIK, IVAN.
SALONEN, FERNER.
SIVIC, HUSEN.
SVENSON, OLA.
SVENST, ——.
SANDMAN, MOHAN.
SALJILSVICK, ANNA.
SCHELP, PETER.
SIHVOLA, ANTTI.
SLABENOFF, PETER.
STANEFF, IVAN.
STOYTCHO, MIKOFF.
STOYTEHOFF, ILIA.
SYDCOFF, TODOR.
SANDSTROM, AGNES, and two children.
SHEERLINCH, JOAN.
SMILJANIK, MILE.
STROM, ELMA, and child.
SVENSSON, JOHN.
SWENSSON, EDWIN.

T.

TOBIN, ROGER.
THOMSON, ALEX.
THEOBALD, THOMAS.
TOMLIN, ERNEST.
THORNEYCROFT, P.
THORNEYCROFT, F.
TORBER, ERNEST.
TREMBISKY, BERK.
TILLEY, EDWARD.
TAMINI, HILION.
TANNANS, DAPER.
THOMAS, JOHN.
THOMAS, CHARLES.
THOMAS, TANNOUS.
TUMIN, THOMAS, and infant.
TIKKANEN, JUHO.
TONGLIN, GUNNER.
TUROIN, STEFAN.
TURGO, ANNA.
TEDOREFF, IALIE.

U.

USHER, HAULMER.
UZELAS, JOSE.

V.

VANDER and family.
VERERUYSSE, VICTOR.
VJOBLON, ANNA.
VACLENS, ADULLE.
VANDERSTEEN, LEO.
VANIMPS, JACOB, and family.
VATDEVEHDE, JOSEP.

W.

WILLIAMS, HARRY.
WILLIAMS, LESLIE.
WARE, FREDERICK.
WARREN, CHARLES.
WAIKA, SAID.
WAZLI, JOUSEF.
WISEMAN, PHILIP.
WERBER, JAMES.
WINDELOR, EINAR.
WELLER, EDWARD.
WENNERSTROM, AUGUST.
WENDAL, OLAF.
WESTROM, HANS.
WIKLUND, JACOB.
WIKLUND, CARL.
WENZEL, ZINHART.
WIRZ, ALBERT.
WITTEWRONGEL, CAMILLE.

Y.

YOUSSEF, BRAHIM.
YALSEVAC, IVAN.

Z.

ZAKARIAN, MAPRI.
ZIEVENS, RENE.
ZIMMERMAN, LEO.

Bodies of Those Who Perished Will Be Sought, but May Never Be Recovered.

REAL HEROES OF THE OCEAN

Nearly Every Section of the United States and Greater Part of Europe Hit by Disaster.

List of Those Known to be Saved from the Lost Liner.

The full list of survivors of the Titanic's steerage passengers had not been sent by wireless from the Carpathia late last night. At that time, however, the number of first and second cabin passengers who had been taken aboard the Cunarder was about 403, and the names of forty-three steerage passengers saved had been transmitted, with probably 100 more to come. This left 880 passengers of the Titanic's first and second cabin passengers still missing, 574 in her steerage still unaccounted for, with about 700 of her crew lost.

The Cunard liner Carpathia, steaming here from the scene of the wreck of the Titanic with some 685 survivors from the sunken ocean giantess aboard, left behind her near the grave of the Titanic 1,534 persons still unaccounted for, of whom about 700 were members of the Titanic's crew.

Owing to faulty spelling in some of the names of the survivors in transmission by wireless, they appear, for general convenience, in the following lists alphabetically in each of several places they may fit. As a result of this about 21 names will probably be duplicated, and the actual number of first and second cabin passengers fall to 382. The names of those saved of the crew of the Titanic have not been sent, but will probably total about 160, the number needed to man the lifeboats. The names of the known survivors are as follows:

A.

ABELSON, Miss HANNAH.
ABBOTT, Mrs. ROSE, probably Mrs. N. AUBERT.
ALDERSON, ——.
ALLEN, Miss E. W.
ALLISON, Master, and nurse.
ANDERSON, HARRY.
ANDREWS, Miss K. T., probably Miss CORNELIA I. ANDREWS.
ANGLE, Mr. and Mrs. WILLIAM.
APPLETON, E. D.
ARDEN, GEORGE.
ASTOR, Mrs. JOHN JACOB, and maid.
APPIERENAULT, Miss, may be Miss APPIE RENAULT.
ANGUSEN, HELENA.
ABBOTT, ROSE.
ANDERSON, EDNA.
ASSIM, MARIANA.
ASTLUND, FELIX.
ASTLUND, SELMA.
AKLESEP, ABELSEPH.
AKS, LEAH.
AKSAKS, FILLY.
ASTLUND, LILLIAN.
ABRIHAMSON, AUGUST.
ALOUN, BEDNOURA.

B.

BALLS, ADA E.
BARKWORTH, Mrs. A. H.
BARRATT, KARL.
BASSINA, Miss A.
BATHWORTH, MIAH.
BAXTER, Mrs. JAMES.
BRAYTON, GEORGE.
BAYS, Miss MARGARET.
BEALE, or BEANE, EDWARD.
BEANE, Mrs. ETHEL.
BECKER, or BEIKER, Mrs. ALLEN.
BECKER, or BEIKER, RICHARD.
BECKER, or BEIKER, RUTH.
BECKER, or BEIKER, Miss MARY.
BECKWITH, Mr. and Mrs. R. L.
BEHR, KARL H.
BENTHAM, Miss LILLIAN.
BESSETTE, Miss.
BEIGHT, Miss DAGMAR, may be Miss DAGMAR BRYL.
BISHOP, Mr. and Mrs. D. H.
BLANK, HENRY.
BENNELL, Miss C., probably Miss C. BONNELL.
BENNELL, Miss LILY, probably Miss LILY BONNELL.
BOWEN, Miss G. C.
BOWERMAN, Miss ELSIE.
BRAHAM, Mrs.
BROWN, Mr. and Mrs. J. J.
BROWN, Mrs. J. M.
BROWN, Miss EDITH.
BROWN, T. W. S.
BUCKNELL, Mrs. WILLIAM.
BURNS, Miss C. M.
BUSS, Miss K.
BYSTROM, Mrs. KAROLINE.
BARLSON, EINARE.
BATMAN, EMILY.
BACKSTROM, MARIA.
BRADLEY, BRIDGET.
BUCKLEY, DANIEL.
BING, LEE.
BOKLIN, MARIE.
BOKLIN, EUGENE.
BOKLIN, HALINE.
BOKLIN, LATEFE.

C.

CALDERHEAD, Miss E. P.
CALDWELL, ALBERT.
CALDWELL, ALDEN.
CALDWELL, Miss or Mrs. SYLVIA.
CAMERON, Miss C.
CANDER, Mrs. CHURCHILL, may be Mrs. C. CANDEE, or Mrs. S. KANTOR.
CARDEZA, Mrs. J. W.
CARDEZA, THOMAS.
CAMERION, KENARDO.
CARMACIONA, Mr. and Mrs. SENARDO, or RINALDO EMCARMACIONE.
CARTER, Miss LUCILLE.
CARTER, Master WILLIAM.
CARTER, Mr. and Mrs. W. E.
CARSIDE, Miss ETHEL, or Miss ETHEL GARSIDE.
CASE, HOWARD B.
CASSEBERE, Mrs. D. D., (Mr. and Mrs. H. A. CASEBERE on passenger list.)
CAVENDISH, Mr. and Mrs. TURRELL, and maid.
CHAFFEE, Mrs. H. F.
CHAMBERS, Mr. and Mrs. N. C.
CHARLTON, W. M.
CHANDANSON, Miss VICTORINE.
CHERRY, Miss GLADYS.
CHIVRO, PAUL, probably PAUL CHEVRE.
CHIBINACE, Mrs. B., or Mrs. E. M. CHIBNALL.
CHRISTIE, Miss JULIA.
CHRISTIER, M. J.
CHISTY, Mrs. ALICE.
CLARK, Mrs. Ada.
CLARKE, Mrs. W. M.
CLINES, Miss MARY, probably Miss M. C. LINES.
COLLET, STUART.
COLLYER, Mrs. CHARLOTTE.
COLLYER, Miss MARJORIE.
CORNELL, Mrs. ROBERT C., probably meant by name sent as Miss R. O'CONNELL.
CROSBY, Miss E. G.
CROSSBIE, Miss H. E.
CUMMINGS, Miss, not on passenger list.
CHARLES, JOHN.
CARR, ELLEN.
CASEM, BOYAM.
CASEM, NASSIF.
COHN, GUS.
CONNOLLY, KATIE.
CONTO, MINNIE.
CONTO, NEVELLE.
CONTO, WILL.
CRIBB, L. M.
CHURCHSON, JOHN.

D.

DANIELS, Miss MARY.
DANIEL, Miss SARAH.
DANIEL, ROBERT W.
DANIELL, H. HAREN.
DANZER, Mrs. MARY.
DAVIDSON, Miss MARY.
DAVIDSON, Mrs. THORNTON.
DAVIES, JOHN, may be CHARLES DAVIES.
DAVIS, Miss AGNES.
DAVIS, Miss MARY.
DESSETTE, Miss, or Miss BESSETTE.
DEVILLIERS, Mme. B.
DIANODELMN, DELIA.
DICK, Mr. and Mrs. A. A.
DODGE, Mr. and Mrs. WASHINGTON, and son.
DODGE, Miss SARAH.
DOLING, Mrs. ADA.
DOLING, Miss ELSIE.
DOUGLAS, Mrs. F. C.
DOUGLAS, Mr. and Mrs. ROBERT.
DOUGLAS, Mrs. W.
DOUGLAS, Mrs. WALTER.
DOYT, AGNES, (or Mrs. A. A. Dick.)
DRACHENSTED, ALFRED.
DREW, LULU.
DRISCOLL, Mrs. B., may be Miss B. GRISCOLL.
DURAN, Miss FLORENTINE.
DURANTE, LENORA ASUNCION.
DALY, CHARLES.
DALY, MARSOLA.
DALY, P. D.
DEAN, Mrs. SETTIE, and two children.
DEMUER, THEODORE.
DEVANEY, MARGARET.

E.

EARNSHAW, Mrs. BOUTON.
ELDEGREK, LEONCH.
ELLIS, Miss, may be Miss E. M. EUSTIS.
EMCARMACION, RINARDO.
ENDRES, Mrs. CAROLINE.

F.

FANDAUGH, Mrs. ELIZABETH.
FAUNTHROPE, ELIZABETH.
FLEGENHEIM, Miss ANTOINETTE.
FLYNN, J.
FORMERY, Miss ELAINE, may be Miss ELLEN POMEROY or TOOMEY.
FORTUNE, Miss ETHEL.
FORTUNE, Miss ALICE.
FORTUNE, Miss MABEL.
FORTUNE, Mrs. MARK.
FOURQUIERE, ELAINE.
FRANCATELLI, Miss.
FRAUENTHAL, Dr. and Mrs. HENRY W.
FRAUENTHAL, Mr. and Mrs. T. G.
FROLICHER, Miss MARGARET.
FUTRELLE, Mrs. JACQUES E.

G.

GENOVESE, ARGENE.
GERRCIE, Mrs. MARY.
GIBSON, Miss DOROTHY.
GOLDENBERG, Miss HELEN, or Mrs. E L. GOLDENBERG.
GOLDENBERG, Mrs. SAMUEL.
GOOGHT, JAMES, probably J. R. McGOUGH or J. R. GOUGH.
GORDON, Lady DUFF.
GORDON, Sir COSMO DUFF.
GORVAN, Miss ANNA.
GRACIE, Col. ARCHIBALD.
GRAHAM, Miss M. E., not on passenger list.
GRAHAM, Miss MARGARET R.
GRAHAM, Mr. and Mrs. WILLIAM G.
GREENFIELD, WILLIAM, probably G. B. GREENFIELD.
GREENFIELD, Mrs. LEE D.
GREENFIELD, Miss LEE.
GRISCOLL, Miss B., may be Mrs. B. DRISCOLL.
GARSIDE, Miss ETHEL, may be Miss ETHEL CARSIDE or GURSIDE.

H.

HALL, Mrs., probably Mrs. MARSHALL.
HAMALANIAN, H.
HAMALANIAN, W.
HANSON, Miss JENNIE.
HANWAKAN, (?)
HAUSSIG, MILES, may be EMIL TAUSSIG.
HARDER, Mr. and Mrs. G. A.
HARPER, Mr. and Mrs. HENRY S., and servant.
HARPER, NANCY or NINA.
HARRIS, GEORGE.
HARRIS, Mrs. HENRY B.
HART, Mrs. ESTHER or Miss EVA HART.
HASSENS, Mr.
HAVEN, H.
HAWKSFORD, W. J.
HAYS, Miss MARGARET.
HAYS, Mrs. CHARLES M.
HEALY, Miss NORAH, or Miss NORA SEALY.
HERMAN, Mrs. ALICE.
HERMAN, Mrs. JANE.
HERMAN, Miss KATE.
HENRY, Mr. and Mrs. L.
HEWLETT, Miss MARY.
HINON, Mrs. JAMES.
HOCKING, Mr. and Mrs. GEORGE.
HOCKING, Miss ELIZA.
HOCKING, Miss NELLIE.
HOGEBOON, Mrs. J. C.
HOLD, Miss ANNA, or Miss J. A. HOLD.
HOLD, STEPHEN.
HOPE, Miss MINA, may be Miss NINA HARPER.
HOLVERSON, Mrs. ALEX.
HOMER, HENRY R., or H. R. HORNER.
HONONS, H.
HOOPER, Mrs. W. A.
HIPPACH, Mrs. Ida S.
HIPPACH, Miss JEAN.
HOYT, Mr. and Mrs. FRED M.

I.

ISMAY, J. BRUCE.

J.

JACKSON, Mrs. AMY.
JULIET, Miss L., may be J. LAROCHE or wife.

K.

KEAN, Miss NORA.
KELLY, Miss FANNY.
KENCHEN, Miss EMILIE, may be Mrs. F. R. KENYON.
KENNYMAN, Mrs. F. A., may be F. R. KENYON.
KIMBERLEY, Mr. and Mrs. EDWARD, may be Mr. and Mrs. E. N. KIMBALL.
KIRORA, KRIKOREAN.

L.

LAMORE, Mrs. ELIZABETH, may be AMELIA LAMORE or ELIZABETH LENORE.
LAROCHE, JULIET.
LAROCHE, Mrs. JOSEPH.
LAROCHE, Miss LOUISE.
LAROCHE, SIMONE.
LAVORY, Miss BERTHA.
LEACH, JESSIE W., or JESSIE W. LEITCH, or Mrs. JESSIE W. SEITCH.
LEADER, Mrs. A. F.
LEHMAN, Miss BERTHA.
LESNEUR, GUSTAVE J., Jr.
LINDSTROM, Mrs. SIGRID, may be Mrs. T. LINDSTROM, or J. LINDSHOLM.
LINKKANCA, Miss ANNA, or LIUKAUCA, probably HANNA SINKKONER.
LINES,, Mrs. ERNEST.
LINES, Miss M. C.
LOLLSTT, Mme.
LOUCH, Mrs. ALEXANDER.
LONGLEY, Miss G. F.
LUDGUIS, AINO.

M.

McCARTHY, KATIE.
McDERMOTT, DELIA.
McCORMACK, THOMAS.
McGOVERN, MARY.
McGOWAN, ANNIE.
McKAREN, JOHN.
McKEY, ALICE.
McKEY, ERNEST.
MADSON, KRISTOF.
MAHAN, Mrs.
MOCK, PHILIP E.
MADILL, GIORGETTA A.
MAIMY, Mrs. ROBERTA.
MALLIEDELL, BERTHA.
MALLETTE, ANDREA, or ANDREA MALLITTE.
MALLETTE, Mme.
MANGE, Mrs. PAULA, or MUNGE.
MANMAN, HEUNA.
MANO, JAYNA.
MARCROST, Miss NELLIE, may be WALCROFT.
MARLKARL, ——.
MARAN, BERTHA.
MARE, Mrs. FLORENCE.
MARECHAL, PIERRE.
MARSHALL, Mrs.
MARSHALL, Miss KATE.
MATHJOAX, KARL.
McDERMONT, Miss LELIA.
McGOWAN, Miss ANNA.
MELICARD, Mme., may be NOEL MALACHARD.
MELLERS, J. N., may be WILLIAM MELLERS.
MILE, Mr., probably FRANK D. MILLET.
MELLORS, JOHN.
HOSENO, Mr. MASABUMI.
MEYER, Mrs. EDGAR J.
MINDERSON, Miss ETTA.
MINEHAN, Mrs. W. E.
MINEHAN, Mrs. DAISY.
MARVIN, Mr. and Mrs. D. W.
MULLINGER, Mrs. and child.
MERRIAM, MAGGIE.
MESSEMOCKES, ANNA.
MESSEMOCKES, G. D.
MOSS, ALBERT.
MOUBARCK, BUNOS.
MOUBARCK, GITOSA.
MOUBARCK, HALIN.
MUHAN, KIRKOEAN.
MULLIN, KATIE.
MURPHY, MAGGIE J.
MURPHY, NORA.
MUSULMON, MINA.

N.

NEWELL, Mr. and Mrs. WASHINGTON, or Miss MARJORIE NEWELL.
NEWELL, Miss MADELINE.
NEWSOM, HELEN M.
NYE, Mrs. ELIZABETH.
NASSER, Mrs.
NANGA, MARGARET.
NEKET, MARY.
NELSON, BERTHA.
NELSON, DEMIMA.
NICKAREN, JOHN.
NYHEM, YREE.

O.

O'CONNELL, Miss R., probably Mrs. ROBERT C. CORNELL.
OLIVIA, Mlle., may be Mme. OLIVA MIDDLER.
OMOND, FIEUNAM.
OSTBY, Miss HELEN R.
OSTBY, Mr. and Mrs. E.
OXENHAM, PERCY, probably THOMAS OXENHAM.
O'LEARY, NORA.
OLSEN, ARTHUR.

P.

PADRO, JULIAN, or JULIAN PRADO.
PALLAS, EMILIO, may be EMIL TALLAS.
PANHART, Miss NANETTE.
PARISH, Mrs. L., or PARIS or PARSH.
PASSINA, Miss A.
PENSKY, Miss ROSE.
PIRRIE, Lord., designer of Titanic.
PENCHEN, Major ARTHUR.
PHILLIPS, Miss, ALICE.
POMORY, Miss ELLEN, may be ELLEN TOOMEY or FORMERY.
PORTALUPPI, AMELIA.
POSOSONS, M. F., may be M. PONESSELL.
POTTER, Mrs. THOMAS, Jr.
PATROS, COTERINA.
PICARD, GENOIT.
PATROS, NOBESA.
PERSON, ERNEST.

Q.

QUICK, VERNIE, may be VERA W. QUICK.
QUICK, Mrs. JANE O.
QUICK, Miss PHYLLIS O.

R.

RANOUFT, Mrs. LILLIE, may be LILLIE REBOUF or RENOUF.
RANELT, Miss APPIE, may be Miss APPIERENAULT.
RAY, EMIL.
RENAGO, Mrs. M. J.
REIBON, ANNA.
RHEIMS, Mr. and Mrs. GEORGE, (no Mrs George Rheims in passenger list.)
RICHARDS, M.
RICHARDS, Mrs. EMILIA and son.
RICHARDS, Mr., Jr.
RIDSDALE, Mrs. Lucy.
ROBERTS, Mrs. EDNA S.
ROGERS, Miss ELIZA, probably GETINA ROGERS.
ROLMANE, C.
ROSEBIE, Miss H.
ROSENBAUM, Miss EDITH.
ROTH, SARAH.
ROTHES, Countess of.
ROTHSCHILD, Mrs. M.
ROTHSCHILD, Mrs. LORD MARTIN.
RUGG, Miss EMILY, or Miss EMILY RUY.
RYERSON, Mrs. ARTHUR.
RYERSON, Miss EMILY B.
RYERSON, Master JOHN B.
RYERSON, Miss SUSAN P.

S.

SAALFELD, ADOLPH.
SABINA, Miss SYLVIA.
SCHABERT, Mrs. PAUL.
SCHURBINT, JAN.
SEGESSER, Miss EMMA.
SEALY, Miss NORA, (may be NORA HEALY.)
SEELBERG, Mrs. WALTER.
SEITCH, Mrs. JESSIE W., (may be Miss JESSIE W. LEITCH.)
SEREPECA, Miss AUGUSTA.
SEWARD, FREDERICK.
SHEDDEL, ROBERT DOUGLAS.
SHUTTER, Miss, (probably Miss E. W. SHUTES.)
SILVEY, Mrs. WILLIAM B.
SIMONIUS, Col. ALFONSIUS.
SILVERTHORNE, R. SPENCER.
SIBELROME, AGNES.
SHELLEG, Mrs. IMANITIA, (may be FRED SHELLARK.)
SIMON, Miss L.
SIMONE, MRS. L., (probably LAROCHE SIMONE.)
SINCOCK, Miss MAUDE.
SKELLER, Mrs. WILLIAM, (or SKELLERY, may be F. SHELLARK.)
SLAYTER, Miss HILDA.
SLOPER, WILLIAM T.
SMITH, Mrs. LUCIEN P.
SMITH, MARION.
SMITH, Mrs. P.
SNYDER, Mr. and Mrs. JOHN.
SALOMAN, A. L
SPEDDEN, Mr. and Mrs. J. C.
SPENCER, Mrs. W. A., and maid.
STAFFANS, (or STEFFANSON,) Mr. and Mrs. H. B.
STAHELIN, Dr. MAX.
STENGEL, Mr. and Mrs. C. E. H.
STEPHENSON, Mrs. P.
STEPHENSON, Mrs. WALTER B.
STEWART, FREDERICK, (may be A. A. STEWART.)
STONE, Mrs. GEORGE M.
SVOE, E. O.
SWIFT, Mrs. FREDERICK JOEL.
SYLWANA, Miss SYNLY, (probably LILLIE SILVEN.)
SUBLAKET, SENUCA.
SOFIA, ANNA.
SAP, JULES.
STRINDER, JUNO.
SULICI, NICOLA.
SHINE, AXEL.
SIBELROME, ROSE.
SINDE, BIERICE.
SMYTHE, PAULA.
SMYTHE, JULIUS.
STANLEY, AMY.
SUMDIAN, JOHAN.
SANDE, BEATRICE.

T.

TALLAS, EMIL, (may be EMIL PALLAS.)
TAUSSIG, Miss RUTH.
TAUSSIG, E.
TAYLOR, Mr. and Mrs. E. Z.
TEUCH, Mrs. ALEXANDER.
THAYER, Mrs. J. B.
THAYER, J. B., Jr.
THOR, Miss ELLA, (may be Mrs. G. THORNE.)
TONORO, Miss ELIZABETH, (may be ELLEN TOOMEY or FORMERY.)
TROUT, Mrs. JESSIE, may be Mrs. JESSE W. TRANT.
TROUTT, EDNA S.
TROUTT, Miss CECILIA.
TUCKER, GILBERT M., Jr.
TUCKER, Mrs., and maid.
TURNEY, J.
TURKURLA, HEDVIG.
TURKGEST, WILLIAM.

V.

VARTAUON, DAVID.

W.

WALCROFT, Miss.
WARD, Miss ANNA; may be Miss EMMA WARD.
WARNER, Mrs. F. M.; probably Mrs. F. M. WARREN.
WASHINGTON, Mr.
WATT, Miss BESSIE.
WATTS, Miss BERTHA.
WEBBER, Miss SUSAN.
WEISZ, Miss MATHILDA.
WELLINGTON, Mr.
WELLS, RALPH.
WELLS, Mr. and Mrs.
WELLS, Miss A.
WELLS, Miss J.
WEST, Mrs., and two children, CONSTANCE and BARBARA.
WHITE, Mr. and Mrs. FRED M.
WHITE, Mrs. J. STEWART.
WICK, Miss MARY.
WICK, Mrs. GEORGE.
WIDENER, Mrs. GEORGE D., and maid.
WILLIAMS, CHARLES, may be WILLIAM CHARLES or CHARLES WILHELMS.
WILLARD, Miss CONSTANCE.
WILLIAMS, RICHARD M.; probably R. M. WILLIAMS, Jr.
WILSON, Miss Helen A.
WOOLNER, HUGH.
WRIGHT, Miss MARION.
WICKS, ELLEN.

Y.

YOUNG, Miss MARIE.
YUSEF, MADERA.
YESBURG, SILINE.
YOUSEF, HANNA.
YOUSEF, GEORGE.
YOUSEF, MARIAN.

Z.

ZENN, PHILIP.

'NOT NEEDED,' TITANIC SAID.

Wireless So Understood by a Liner 550 Miles from Her.

The Hamburg-American liner Cincinnati was one of the vessels which picked up the Titanic's wireless call for help. The vessel arrived yesterday from Naples and other Mediterranean ports. Capt. Schulke reports that at midnight on April 14 he received the call.

Coming from the Mediterranean he was the sinking vessel.

He was going at speed up when about 1:30 o'clock this message reached him:

"Olympic coming; not needed."

This was followed by silence, and though the Cincinnati continued northward for some time in anticipation of another call, her Captain did not receive it, and the Cincinnati resumed her course. From this incident some of the officers incline to the belief that though seriously damaged, Capt. Smith was of the opinion that his vessel would keep afloat until the Olympic came to his assistance. then on a course far to the south of the ice fields. Five hundred and fifty miles separated him from the Titanic, but with the first call for assistance he changed his course and sped northward toward

SIZE NO FACTOR, SAYS BROWN.

Veteran Steamship Man Gives His Views as to Titanic's Accident.

To Vernon H. Brown, the retired general manager of the Cunard line, the oldest shipping man in this port, the sinking of the Titanic came as a great shock. Mr. Brown has watched the development of vessels from the days of the packet ship to the present type of transatlantic flyer.

"What happened? What gave way? These are questions which will not be answered until the formal investigation is held," said Mr. Brown sorrowfully yesterday as he came from the White Star line office.

He was asked whether in his opinion there would be a reversion to the smaller vessel, instead of each company vieing to build the first thousand-foot liner.

"I see no reason why such an accident should be considered as having had anything to do with the size of vessels or their length," he said. "What happened to the Titanic would have happened if the vessel, striking an iceberg, had been much smaller. It is impossible to tell the character of the blow. If she had struck head on I believe her bulkheads would have held. One can only conjecture that she struck a glancing blow and the berg ripped her side.

"In the absence of proof it is only fair to assume that her bulkhead doors were in proper working order. The fact that she kept afloat such a short itme would indicate the filling of at least three or four of her watertight compartments. I know that there was no more competent commander afloat than Capt. Smith. He was noted for his good judgment. He was a man who had many friends on both sides of the Atlantic.

"We read of severe ice conditions along the North Atlantic track, but there are many alive who remember conditions in 1856. The ice came down ever earlier than this year. The Ocean Queen sailed, London bound, on Feb. 11 of that year. The packet Driver left here for Liverpool and the new ship Stephen Brown put out from this port for Havre, all on Feb. 11. They never reached port.

"The John Rutlidge sailed from Liverpool and was lost. One of her boats was picked up. Three of her passengers were found alive in it and two dead. Two of those rescued died soon after.

"Another vessel which paid toll to the ice was the Pacific, of the Collins Line, which sailed for Liverpool only to go down at sea. The Cunard liner Persia, which left Liverpool three days later, reached New York many days late with her bow crushed in by collision with field ice. These were only a few of the disasters of that year."

CRAZED BY WRECK TALK.

Raving About Titanic, Atlantic City Man Goes to Asylum.

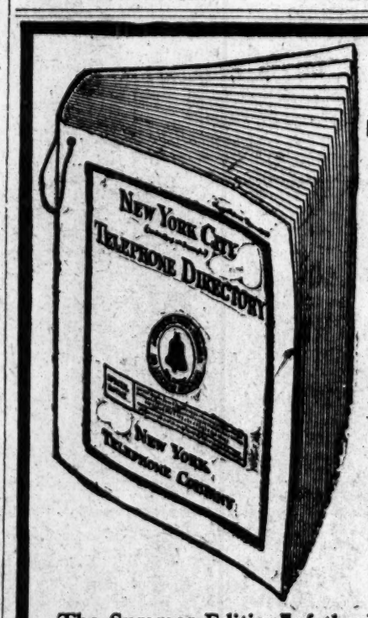
Special to The New York Times.

ATLANTIC CITY, N. J., April 17.—Crazed by brooding over the Titanic disaster, Joseph Fisher of this city last night became violently insane. He was taken to the County Asylum after a struggle with half a dozen policemen.

Although Fisher had neither friends nor relatives aboard the wrecked liner, he eagerly read all the news concerning the deaths of the victims. He became violent as he discussed the failure of the life-saving outfit of the liner to rescue all the passengers. Physicians fear that he never will recover.

Shock of Disaster Kills Woman.

BROCKTON, Mass., April 17.—Miss Katherine E. Maguire, 50 years old, heartbroken by the news that her nephew, John E. Maguire, was among those probably lost on the Titanic, was taken violently ill to-night and died within a few moments. She had been in the best of health, apparently, but was much attached to her nephew, and the shock was more than she could bear.



Telephone Directory Goes to Press May 9th.

The Summer Edition of the New York Telephone Directory goes to press Thursday, May 9th. Telephone service must be arranged for on or before that date in order to have directory listings appear in this issue. Call, write or telephone to nearest Commercial Office.

NEW YORK TELEPHONE CO.

MANHATTAN - BRONX

Address	Telephone No.
15 Dey Street	Cortlandt 12000
120 Orchard Street	Orchard 12000
48 West Houston Street	Spring 12000
26 East 20th Street	Madison Sq. 12000
115 West 68th Street	Greeley 12000
9 East 59th Street	Plaza 12000
127 West 125th Street	Morningside 12000
888 East 180th Street	Melrose 12000

BROOKLYN

Address	Telephone No.
21 Willoughby Street	Main 12000
365 Ninth Street	South 12014
1318 Fulton Street	Bedford 12014
691 Flatbush Avenue	Flatbush 12014
563 Broadway	Williamsburg 12014

JAMAICA

Address	Telephone No.
8 Hardenbrook Avenue	Jamaica 12000
161 Broadway	FLUSHING Flushing 12014

FAR ROCKAWAY—Birdsall & Central Aves. Far Rockaway 12014.
TOMPKINSVILLE—444 Tompkins Ave. Tompkinsville 12014.
WEST NEW BRIGHTON—15 Columbia St. West Brighton 12000.

B. Altman & Co.

WOMEN'S AFTERNOON, RECEPTION AND EVENING DRESSES AND TAILOR-MADE SUITS

(MADE TO ORDER OR READY MADE)

B. Altman & Co. ARE NOW OFFERING THE MOST FASHIONABLE MODELS IN AFTERNOON, RECEPTION AND EVENING DRESSES, PLAIN AND TRIMMED TAILOR-MADE SUITS, AND RIDING HABITS, CUT IN THE LATEST STYLES AND OF THE MOST DESIRABLE MATERIALS, AT VERY REASONABLE PRICES.

HOUSEHOLD LINENS

PARTICULAR ATTENTION IS GIVEN TO THE FURNISHING OF COUNTRY HOMES, HOTELS, CLUBS AND YACHTS WITH HOUSEHOLD LINENS FOR SUMMER USE AT MODERATE PRICES, INCLUDING TABLE AND BED LINENS, TOWELS, OF EVERY DESCRIPTION, KITCHEN AND PANTRY TOWELING, ETC.

COMMENCING THIS DAY (THURSDAY) THE FOLLOWING WILL BE OFFERED AT SPECIAL PRICES:

LINEN DAMASK TABLE CLOTHS	EACH, $1.85, 2.35 & 4.25
DINNER NAPKINS TO MATCH	PER DOZEN, $2.65 & 5.25
HEMSTITCHED LINEN SHEETS	PER PAIR, $4.50, 5.50 & 6.75
HEMSTITCHED LINEN PILLOW CASES	PER PAIR, 90c. & 1.15
HEMMED TURKISH BATH TOWELS	PER DOZEN, $2.90

B. Altman & Co.

DIRECT ATTENTION TO THEIR NEWLY EQUIPPED FIREPROOF STORAGE ROOMS ON THE PREMISES FOR THE SAFE-KEEPING AND CARE OF FURS, FUR GARMENTS, RUGS, PORTIERES AND CURTAINS.

FURS REMODELED AND REPAIRED. RUGS TO BE STORED CAN BE CLEANED AND REPAIRED. PORTIÈRES AND DRAPERIES ALTERED. LACE CURTAINS TO BE CLEANED WILL BE STORED FREE OF CHARGE.

ORDERS RECEIVED BY TELEPHONE OR MAIL.

B. Altman & Co.

HAVE RECEIVED FROM ABROAD A NEW SILK FABRIC,

ORIENTAL WASHABLE SATIN

SHOWN IN AN ASSORTMENT OF PEKIN RAYÉ EFFECTS,

32 INCHES WIDE $1.50 & 2.00 PER YARD

COLORS ARE GUARANTEED NOT TO FADE

Fifth Avenue, 34th and 35th Streets, New York.

Smith Gray & Co.

Foremost Clothiers Since 1845

Fine Clothes Quality finds its highest expression in Smith Gray & Co. clothes.

All those vital features that mean most in fine clothes are embodied in Smith Gray & Co. clothes to a greater degree than in any other ready-for-service clothes.

The fine tailoring is in every essential detail the equivalent of the present day custom shops,

The fabrics are exclusive and from the world's better weavers.

The trimmings are all of the highest standard.

The distinctive and exclusive models represent the more popular advanced styles of both sides of the Atlantic.

And these with the experience of two-thirds of a century all combine to make for a fine clothes quality found only in Smith Gray & Co. clothes.

The showing of Spring Suitings and Overcoatings in foreign fabrics of exclusive designs, at 30.00, 35.00 and 40.00, are conceded to be masterpieces of ready-for-service clothes production.

Spring Coats Special

Spring Coats, values to 22.50 (broken sizes) 12.50
Spring Coats, values to 22.50 ..... 15.50
Spring Coats silk lined, standard 25.00 values 18.50
30.00 Blue Serge Suits to Measure... 20.00

Spring Suits Special

Spring Suits, 20.00 and 22.50 values. 15.00
Spring Suits, 22.50 and 25.00 values. 17.50
Spring Suits, 27.50 and 30.00 values. 21.00

Motor Clothes for Owners and Chauffeurs.

Smith Gray & Co.

Two Brooklyn Stores: Fulton St. at Flatbush Av. Broadway at Bedford Av.

Two New York Stores: Broadway at Warren St. Across from City Hall. 5th Av., Bet. 27th & 28th Sts.

WOMEN TO CARE FOR STEERAGE SURVIVORS

Their Relief Committee Organizes to Find Homes and Work for the Unfortunates.

WILL GREET THEM AT PIER

And Take Them in Automobiles to Quarters Already Provided—Funds for the Work.

Acting on the initiative of Mrs. Nelson H. Henry, wife of the Surveyor of the Port, a meeting was held yesterday in the home of Mrs. Abram Hewitt at 6 Lexington Avenue to perfect the organization of the society women of the city into what is to be known hereafter as the Relief Committee for the Steerage Survivors of the Titanic.

Mrs. Henry explained to the women assembled there, that while friends and relatives of the first and second cabin passengers would be on hand in numbers when the Carpathia got in, to offer sympathy, consolation and assistance to these survivors, there would be practically no one to extend either a sympathetic or a helping hand to the women and children of the steerage. These would be real strangers in a strange land, their male protectors left dead behind them in the deep sea, their present condition desolate indeed, and their future clouded and dreadful.

The condition of these unfortunates should appeal directly to the hearts and purses of the women of New York. It was possible to prepare a welcome for them, and this should be done; it was necessary to provide at least temporary homes for them, and this must be done; all their belongings, doubtless, had gone to the bottom of the sea, and they must be fed and clad. But in caring for their battered bodies, the bruised spirits must not be overlooked. The work should be considered in no sense a charity, but a labor of love, of expanding sympathy for humanity in sore distress. These people would need time to regain courage, time in which to lay a new course in life. It must be found for them, and this committee had that purpose in view.

Working Committees Named.

This sentiment was indorsed by the gathering. A finance committee was appointed, consisting of Mrs. Henry, Mrs. James Herman Aldrich, Mrs. E. H. Harriman, Mrs. Sidney Dillon Ripley, Mrs. Henry E. Dimock, Mrs. Howard H. Henry and Mrs. C. B. Alexander. Mrs. Abram Hewitt was chosen Honorary President of this committee. Mrs. Henry will receive cash and check contributions at 59 West Ninth Street and Mrs. Aldrich at 150 West Fifty-ninth Street.

Mrs. Henry announced subscriptions amounting to $2,800 as follows:

Mrs. Russell Sage.	$500	Mrs. S. D. Ripley	$200
Evening World	1,000	Mrs. A. S. Hewitt	100
Mrs. J. H. Aldrich	250	Misses Hewitt	100
Jr. H. Aldrich	100	Mrs. C. F. Roe	50
Mrs. W. H. Fiske	250	Mrs. S. L. Woodford	50
Mrs. H. F. Dimock	200		

Mrs. Edward R. Hewitt will be Chairman of the Housing Committee, which will arrange for living quarters to which the destitute steerage women and children may be taken upon their arrival in New York. She will be assisted by Miss Virginia Potter, Mrs. Richard Irvin, Mrs. Joseph Burden, Mrs. J. D. Prince, Mrs. Soffard Morgan, Mrs. Henry Ollesheimer, and Miss Katherine W. Tweed, Mrs. Richard Irvin, and Mrs. Joseph Burden will have as their special duties the care of the steerage children.

The Clothing Committee will be headed by Miss C. M. Stewart, whose assistants will be Mrs. Arthur M. Dodge, Mrs. Paul Dana, Mrs. Henry F. Dimock. Miss Grace Bigelow, and Mrs. J. V. Olcott. Donations of clothing, particularly underwear, shoes, and stockings will be received by Mrs. Paul Dana at 1 Fifth Avenue, Mrs. Henry F. Dimock at 25 East Sixtieth Street, and Miss Grace Bigelow at 21 Gramercy Park.

Women Who Will Care for the Titanic's Steerage Survivors.

Mrs. Nelson H. Henry

Mrs. Arthur Dodge.

Mrs. Henry F. Dimock

Mrs. Cornelius Vanderbilt Sr.

Mrs. H. L. Satterlee

An Entertainment Committee to consider the advisability of giving a benefit theatrical performance for the steerage survivors was appointed. Mrs. Henry is Chairman of this committee, assisted by Mrs. Munsen Morris, Mrs. J. Borden Harriman, and Miss Anne Morgan. Liebler & Co. has promised a benefit performance of "The Garden of Allah," and it is probable that the firm of the missing Henry B. Harris will follow with a testimonial benefit in one of its theatres.

A general committee of fifty women will receive the steerage passengers on their arrival. Great hampers of clothes will be near at hand from which to outfit those of the survivors who are in immediate need of apparel. This committee, assisted by forty volunteer trained nurses, ten Little Sisters of the Poor, and ten deaconesses, will conduct the steerage survivors in automobiles to temporary homes.

The unmarried girls will be taken to the Junior League Home on East Seventeenth Street. Mothers and children will be indefinitely cared for at the Working Girls' Home, where Miss Virginia Potter is now preparing to receive them, and at various day nurseries.

It is expected that most of the women will be in greater spiritual than physical distress. The good services of the committee will not cease with the furnishing of shelter for a few nights. Efforts will be made to discover the individual need of each woman. If she desires to settle in America the committee will co-operate in finding a congenial home and suitable occupation. And those women whose will it is to return whence they came will be provided for until the home-going can be arranged.

Much money will be needed for all this work, but Mrs. Henry and her confreres are confident that it will be forthcoming.

The New York section of the Council of Jewish Women, through its President, Miss Sadie American, announced last night that preparations have been made to look after the needs of Jewish women among the rescued steerage passengers.

"DEGENERATE LUXURIES."

Titanic's Very Size Degenerate, Says Stanley Bowdle.

Special to The New York Times.

COLUMBUS, Ohio, April 17.—Stanley Bowdle, marine engineer, a member of the Constitutional Convention, characterizes the loss of 1,500 lives on the steamship Titanic as a sacrifice to degenerate luxury. Mr. Bowdle advocates international legislation to compel all ocean ships to slow down to half speed when in the ice belt, in fog, or on dark nights.

"The speed of this vessel on its first trip, with but partially tried-out machinery was criminal," he said to-day. "Its criminality is relieved only by the fact that the passengers using such degenerate vessels demand and enjoy such speed.

"It is asserted that a sufficient number of lifeboats to carry an average passenger list is not necessary, and could not be carried. This is absurd, in view of the fact that the great deck room allows tennis courts and golf links.

"Such steamers are degenerate in size, foolish in enjoyment, sybaritic in degenerate luxury, and criminal in speed. I hope this is the last of such vessels."

TAFT STILL HOPES FOR BUTT.

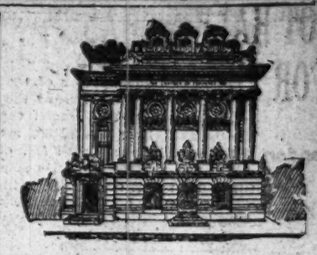
Refuses to Believe All Chance of Aid's Rescue Is Gone.

Special to The New York Times.

WASHINGTON, April 17.—President Taft to-night told friends that he was still clinging to the hope that Major Archibald Butt, his military aid, might have been saved from the wreck of the Titanic.

The continued lack of news of the Major to-day carried the hopes of the President still lower, but to-night Mr. Taft was expecting that with the arrival of the Carpathia something definite might be learned.

The President telegraphed to Major Butt's relatives to-day that he was still hoping for favorable news.



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7,500,000 " in London and Suburbs

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Look Carefully
When buying SILVER POLISH to see that the full name

ELECTRO-SILICON

is on the box and also the Figure of a Woman Cleaning Silver, printed in Red. It's a mark of the genuine and a guarantee of the

Best Silver Polish Known
Beware of worthless imitations and the "same" or "just as good" kind offered by some dealers.
Send address for FREE SAMPLE
The Electro-Silicon Co., 30 Cliff St., N. Y.
Sold by Grocers and Druggists.

The Anniversary Sale of
"Onyx" Hosiery
Trade Mark
is continued this day
Thursday, April 18th
Upon request of those prevented from attending, by the inclement weather.

TO-DAY AT 10:30 A.M.; 2:30 AND 8:30 P.M.
AT ABSOLUTE AUCTION ON THE PREMISES
No. 12 East 52d St.
Superb contents of the residence of the late L. C. Weir
(Formerly Pres. of the Adams Express Co.)
By order of Mrs. L. C. Weir
The PAINTINGS will be sold in the Dining Room To-night at 8:30
MR. JAMES P. SILO, AUCTIONEER

Yours for Health, Kneipp Linen Mesh Underwear

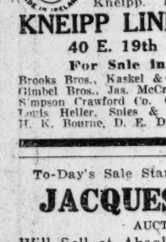
The doctors say that no underwear is as healthy as Linen Mesh—because your pores must "breathe" in order to regulate the temperature of the body as they should—they cannot do this with a close-weave underwear. The open-weave of Kneipp Linen Mesh gives these little regulators just the air they require, keeping you cooler in the heat of the day and insuring you against sudden chills in the cool of the evening. Kneipp Linen Mesh is the only Pure Linen Mesh Underwear.

Flat Weave Pure Linen Underwear is a popular priced Summer Underwear equal in style, finish and reliability to the famous Kneipp. It is cut to fit.

KNEIPP LINEN MESH CO.
40 E. 19th St., New York.
For Sale in New York by
Brooks Bros., Kaskel & Kaskel, W. A. McLaughlin, Gimbel Bros., Jas. McCreery & Co., Lord & Taylor, Simpson Crawford Co., Chas. Young, John Forsythe, Louis Heller, Soles & Long, Jackman & Gewehr, H. K. Bourne, D. E. Duclos.

To-Day's Sale Starts With Lot No. 802
JACQUES COHEN,
AUCTIONEER,
Will Sell at Absolute and Unrestricted
PUBLIC AUCTION
TO-DAY and FOLLOWING DAYS
11 A. M. AND 8 P. M. EACH DAY,
at the old R. J. Horner Warerooms,
61-65 West 23d St.
Between Broadway and 6th Ave.,
$150,000 STOCK OF
High-Grade FURNITURE
of every description, for the Drawing Room, Library, Living Room, Boudoir, Dining Room, etc.; also for the Office.
Oriental Rugs and Works of Art.
NOTE—The character, quality and immense variety of this stock, which will be sold at absolute Public Sale, affords a rare and very unusual opportunity for prospective buyers.
DEALERS, ATTEND!
CATALOGUES ON PREMISES.

BOHN Syphon Refrigerator



The walls of the provision chambers are dryer than the exterior atmosphere — no dampness to cause your foods to become stale and mouldy, and consequently unwholesome. The
Genuine Porcelain Enamel Lining
is very easy to keep clean—just wipe with a damp cloth; no scrubbing necessary. The interior, being made in practically one piece, contains no inaccessible crevices, slots or dark corners to hold germs. The drain pipe is easy to remove and easy to keep clean. Call and see our many styles, sizes and prices. BOOKLET upon request.
WHITE ENAMEL REF CO of NY
53 West 42nd St. N.Y.

ADVERTISEMENT.

IN ACCORDANCE WITH THE CONDITIONS of the bequest notice is given that the Leavenworth Scholarship at Yale College, open for competition to all young men of the name Leavenworth, will be vacant at the close of the present academic year. Applications may be made to W. H. Sallimon, Bureau of Appointments, Yale University, New Haven, Conn.

SHIP STARTS TO SEEK BODIES OF VICTIMS

The Mackay Bennett, Chartered by White Star Line, Leaves Halifax with Coffins.

STRONG HOPE OF RESULTS

As a Vessel Recovered Thirty of La Bourgogne Dead — Clergymen and Embalmers Aboard.

HALIFAX, N. S., April 17.—The cable ship Mackay Bennett, which was chartered by the White Star Line to go to the scene of the Titanic disaster, left this port at 2 o'clock this afternoon. The departure of the Mackay Bennett recalled the time a similarly equipped vessel went out from here to search for the survivors or the bodies of the passengers of La Bourgogne.

Aboard the Bennett are more than 100 coffins, and several undertakers and embalmers are among her passengers. The Rev. K. C. Hind of the Church of England also embarked on the Bennett to perform the last rites over bodies which may not be brought ashore.

There is strong hope that some bodies may be picked up, as the ship which went out after the Burgoyne disaster recovered thirty bodies, although the steamer did not leave here till a week after the wreck.

No more news of the Titanic's sinking has been received from the Cunarder Carpathia, which is proceeding to New York with the survivors. The wireless station at Sable Island was in communication with the Carpathia for a time this morning, but no details of the wreck were sent.

The Carpathia reported that she had sighted twenty icebergs off the banks near the scene of the foundering of the Titanic. Further communication with the steamer was interrupted by a heavy electrical storm, and it was said that the Carpathia had been greatly hampered in sending her wireless by the maze of wireless flashes which are being sent out by the fleet of steamers in the vicinity of the Titanic's sinking, all seeking news of the disaster.

BODIES CAN NEVER RISE.

Deep Sea Pressure Overcomes Buoyancy, Says Prof. Wood.

BALTIMORE, Md., April 17.—"The bodies of the victims of the Titanic disaster are at the bottom of the deep, never to leave it," declared Prof. Robert W. Wood, of the Chair of Experimental Physics of Johns Hopkins University, to-day.

"It is altogether improbable that any of the bodies will ever return to the surface of the water, as is the case with bodies drowned in shallow water. At the depth of two miles the pressure of the water is something like 6,000 pounds to the square inch, which is far too great to be overcome by the buoyancy ordinarily given to drowned bodies by the gases that are generated in time.

"That the bodies sank to the bottom of the sea there is no question. Those who were not carried down with the boat followed until the very bottom of the sea was reached. There was no such thing as their stopping in their downward course a half mile, a mile, or at any other point.

"Great changes have necessarily been wrought in the vessel itself by the enormous pressure to which it has been subjected. No effect was produced on any portion, or compartment, or room to whose inside as well as outside walls the water has access. In such instances the pressure from one side neutralized that from the other.

"But wherever there was an airtight or watertight compartment, the 6,000 pounds to the square inch pressure of water crumpled those walls of the vessel as if they were tissue paper."

LINER PARISIAN IN PORT.

All Survivors on the Carpathia, Her Captain Reports.

Special to The New York Times.

HALIFAX, N. S., April 17.—The Allan liner Parisian, which, it was hoped, had passengers from the Titanic aboard her until a wireless from her captain yesterday denied this, reached here at 1 o'clock to-night. She was visited immediately by the Port Physician, who returned to shore shortly afterward with the information that the steamer had no additional news of the Titanic's sinking.

Throughout the day Manager George Hannah of the Allan line, tried to obtain more details of the disaster from the Parisian and wired her Captain to "please send anything you may know of the Titanic wreck and whether you have any passengers."

The last word received from the steamer was that she had no passengers and would enter this port in the early evening, having been delayed by a heavy fog. Her captain wired to Mr. Hannah: "As far as I know all the survivors of the Titanic are aboard the Carpathia."

Mr. Hannah's wireless messages to the steamer were occasioned by her return to this port. Under ordinary circumstances she would have continued to her destination in Philadelphia and the fact that she was returning aroused the hope that she might possibly have survivors of the Titanic aboard.

Capt. Haines reported that at 10:30 o'clock (Parisian's time) on Sunday night she was in communication with the Titanic, being 150 miles distant. The Titanic was then safe. The operator on the Parisian retired soon after and nothing was known of the disaster until Monday morning.

The weather on Sunday night was clear and there was starlight. It is the belief that the Titanic struck a low-lying iceberg, not more than ten feet out of water, and seventy feet submerged. With the ship going at high speed such a berg would rip the bottom open, probably as far as the engine room and this probably accounts for her going down so quickly after she struck. Had it been a high berg it would have been visible far off.

IMPACT LIKE CRASH OF GUNS.

Titanic's Collision with Iceberg Likened to Broadside of Battleships.

WASHINGTON, April 17. — A graphic comparison of the probable impact of the Titanic against the iceberg that destroyed her with the projectile force of the guns on a modern battleship was made to-day by Capt. Charles A. McAllister, Engineer in Chief of the Revenue Cutter Service.

"The impact of the Titanic against the iceberg was probably equivalent to the simultaneous fire of 30 twelve-inch projectiles, or the concentrated fire of three such dreadnoughts as the Florida," said Capt. McAllister.

"The fire of 10 twelve-inch guns such as the Florida carries is supposed to be sufficient to put any battleship afloat out of business, if the projectiles should strike simultaneously.

"The force of the Titanic striking the iceberg must have been approximately 1,000,000 tons, equivalent to her being struck simultaneously by thirty such projectiles. It is a wonder in the light of such a comparison that she floated so long. It is inconceivable that the ingenuity of man can ever devise a floating structure to withstand such a terrific collision."

LIFE INSURANCE LOSSES.

Companies Do Not Admit Great Risks on Titanic Passengers.

None of the large insurance companies, except the Equitable Life, was willing yesterday to make public a total of possible losses through the deaths of passengers on the Titanic. As explained in yesterday's TIMES, E. E. Rittenhouse, actuary of the Equitable, had footed up a total of the possible loss to his company should every name on the steamer's passenger list which corresponded to one of the company's books prove to be a policy holder. This aggregate of possibilities showed total policies of under $200,000, $198,000, to be exact. Deducting from the names of those reported to be saved there remained a possible loss of $83,000.

Notwithstanding the denials by the prominent life insurance actuaries that there were any big risks on the Titanic, many stories were told of large policies held by passengers. It was current report that Major Butt, President Taft's military aid, had been insured for $500,000. Insurance men who make it their business to keep posted on the large policies outstanding were inclined to discredit this story, and no insurance company admitted having Major Butt as a risk.

J. A. Jackson, manager of the Mutual Life Literary Bureau, explained last night why his company had refused yet to make up an estimate of the possible losses. He said that the company had a number of names on its files which corresponded to those on the passenger list, but that it was impossible without knowing more of the identity of the passengers to make sure that the resemblance went no further than similarity of names. There is one life on the company's books insured for $150,000, for instance, bearing a name identical in spelling to one of the missing. The company was by no means sure, Mr. Jackson said, that the two names were identical, and would not assume that they were until they had the facts. He said it was not an uncommon thing among the tens of thousands of policy holders to find many names duplicated, not only as to the initials, but the names in full.

A. A. Drew, actuary of the Mutual Benefit Life of Newark, made a similar explanation. He first denied a rumor that the company had suffered a $300,000 loss on one life. This rumor referred to a Newark man known to have been aboard the Titanic. Mr. Drew explained that this man had carried $200,000, of which $100,000 was in his company, but that he was one of the saved. He explained that the Mutual Benefit had no single policies in names of those lost higher than $30,000. There were a number of names on the company's books, he admitted, which corresponded to those in the list of lost, but in many cases the company had already made quite certain that the similarity was mere coincidence. He mentioned one policy holder, a fish peddler in Salem, Mass., whose name corresponded exactly to one of the first cabin passengers on the Titanic.

There was another case of a San Francisco man who was a city assessor when insured. He doubted that this patron of the company was returning from Europe at the rates charged for the Titanic's first cabin accommodations.

F. T. MARTIN PLANS PROTEST.

Busy Getting Speakers for Mass Meeting for Sunday Afternoon.

Frederick Townsend Martin is busy with arrangements for a mass meeting to be held on Sunday afternoon at 3 o'clock in the Broadway Theatre—a meeting that is to be at once a memorial to the Titanic's dead and a protest against the laws and customs which made possible so fearful a toll of lives. The list of those who have been invited to speak include the names of prominent clergymen and citizens distinguished in various walks of life. It is understood that Cardinal Farley and William Jennings Bryan have been asked, but no names will be published until the plans have taken on more definite shape.

The protest element of the meeting is to lead up to and be expressed in a resolution calling for more stringent laws for the protection of those who cross the seas, and especially for more adequate life-saving facilities than appear to have been provided for the Titanic. The call will be for less luxury, and more safety on the Atlantic liners.

SYMPATHY FROM MAURETANIA.

Cunarder Passengers Send Words of Condolence by Wireless.

A wireless message from the steamer Mauretania when 840 miles east of Sandy Hook yesterday afternoon to the Cunard Company's offices here says that when news was received of the awful disaster to the Titanic a meeting of the saloon passengers was called, which passed resolutions of sympathy with the survivors. Archdeacon Madden of Liverpool presided and read the following resolution:

Resolved, That the saloon passengers of the Mauretania desire to express their profound sympathy with the relatives of those who perished in the terrible disaster to the Titanic. Also with the White Star Line.

Mr. Booth, Chairman of the Cunard Line, seconded the resolution, and it was passed in silence.

The second cabin passengers passed a similar resolution. No concerts were held, and the band remained silent. Collections were taken for the seamen's charities, and $800 was realized.

Some Stylish Shoes sold by the YEAR

At last—Shoes of Certainty! *Wear* and *Service*, in Shoes have *always* been a *Lottery* with Consumers—*until now.*

Investigation proves that the Soles or Uppers of average *fine* Shoes ($3.50 to $6.00) *wear through*, or break through, with less than 3 months *continuous* Service.

Observe that we said *continuous* Service.

This means wearing the *same pair* of Shoes 14 hours *every* day, for 30 days in each month.

So — given the *Style* you want, with the *Fit* and *Comfort* you need, Shoe *Value* depends upon *how many Days* the satisfactory *combination* will *wear.* This before resoling or repair is necessary.

SUPPOSE you paid only $3.50! Divide 3 months into *that* price, and find a cost of $1.17 *per month.* Multiply that $1.17 by 12 months, and find a cost of $14.04 *per year*, for Shoe *Wear.*

Observe, however, that Leathers and Materials have *advanced* as much as 60% in the past 5 years.

Hence the average $3.50 Shoes cannot now be *expected* to give 3 months *continuous* Wear.

But, even if they *did*, their cost would be *$14.04 per year*, for pre-repair Wear.

Meantime, you can have the very *latest* Style with the maximum of Comfort at $9.00 *per year* for Shoe Wear.

—Provided you step into your nearest Regal Shoe Store and put on a pair of Regal "*Six-Month*" Shoes. With each pair of *these* is given a binding Bond covering its specified period of wear.

Ask for copy of that *Indemnity Bond*, and observe how broadly it covers your investment.

Look in Regal Shoe Store windows *today.*

"ARCADIAN" Model
Russet Leather
Price, $4.50

Regal (Six-Month) Shoes
$4.50 per pair

GREATER NEW YORK MEN'S STORES

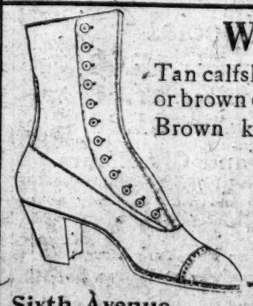
New York City
Broadway at Duane St.
Broadway at Spring St.
Broadway at 10th St.
*Broadway at 27th St.
*Broadway at 37th St.
Brooklyn
* 301 Broadway
*1003 Broadway
*1375 Broadway
Jersey City
*Regal Bld'g, 108 Newark Ave.
Nassau at Ann St.
*14th St. at 3rd Ave.
Sixth Ave. at 21st St.
*125th St. at 7th Ave.
Brooklyn
*357 Fulton St.
*512 Fulton St.
*466 Fifth Ave.
Newark
825 Broad Street

GREATER NEW YORK WOMEN'S STORES

New York City
Broadway at 10th St.
*Broadway at 27th St.
*Broadway at 37th St.
Sixth Ave. at 21st St.
*14th St. at 3rd Ave.
*125th St. at 7th Ave.
Brooklyn
*301 Broadway
*1003 Broadway
*1375 Broadway
*512 Fulton St.
*466 Fifth Ave.
Jersey City
*Regal Bld'g, 108 Newark Ave.
Newark
825 Broad Street

Stores marked with * are open evenings.

Andrew Alexander



Women's Tan Boots

Tan calfskin, as illustrated, with tops of calf or brown ooze leather; Button and Lace $5
Brown kidskin button and lace. Medium toes and heels, flexible welted soles $3.50 and $5
Russet calfskin lace, high cut with heavy soles, high heels $5
Other styles $3 to $10

Sixth Avenue
At Nineteenth St.

Fifth Avenue
Above Forty-fifth St.

NOT HALF A CHANCE FOR THE PASSENGERS

London Figures Titanic's Life-Saving Facilities at Half the Real Need.

COULD HAVE CARRIED TREBLE

Electric Control of Bulkheads Is Condemned as a Fad of the Belfast Builders.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

LONDON, April 17.—The indignation expressed in New York over the inadequate number of lifeboats on the Titanic finds an echo here in the increasing condemnation of the antiquated Board of Trade regulations.

The Titanic had 2,357 souls on board, but had lifeboat accommodation for only 970. This is figured on the basis that her lifeboats, variously stated as numbering eighteen and twenty, had a total capacity of 9,702 cubic feet. Ten cubic feet for each passenger is the Board of Trade requirement.

She had a few collapsible boats, probably a half dozen. The collapsible boats approved by the Board of Trade may be able to carry about fifty persons each in calm weather.

On the most favorable reckoning, therefore, the Titanic's boats could not have carried much more than half the population of the ship.

There was at least one life-belt for every person. It is probable that the Titanic had 5,000 of these on board. There may have been rafts, but as to this no information is obtainable in London.

The root of the trouble is the antiquated Board of Trade regulations, revision of which is now under consideration. In a copy of the regulations, obtained at the Board of Trade, the maximum tonnage of ships covered by the rules was "10,000 tons and upward." The minimum number of life boats was sixteen, and the minimum cubic contents was 5,500 feet. That means provision for only 550 persons for each vessel of "10,000 tons and upward."

Huntington Wilson, Assistant Secretary of State, acting in behalf of President Taft, has sent the following cablegram in response to the message of sympathy sent to the President by The London Daily Telegraph:

"The President directs me to express his appreciation on the part of the Nation, so many of whose citizens perished with the Titanic, of the message of sympathy, which you send on the occasion of this appalling catastrophe, which brings sorrow and mutual sympathy to two nations."

LONDON, Thursday, April 18.—The Managing Director of the Welin Davit and Engineering Company has issued a statement that the Titanic carried fourteen lifeboats and two cutters, with an aggregate capacity of 9,702 cubic feet, but was equipped with davits capable of handling double or treble the number of boats carried. The owners adopted this plan, he says, because it was rumored that changes were to be made in the near future in the official regulations, which would have compelled the carrying of more boats. He concludes:

"Additional boats for the accommodation of every soul on board might have been installed practically in a single day."

According to figures supplied by one of the prominent naval designers, the Titanic life-saving facilities were just within the Board of Trade regulations. These specified, first, that a ship must be equipped with wooden or metal boats sufficient to carry 550 passengers from a 10,000-ton vessel. Collapsible boats, rafts, and other apparatus, not carried on davits, must be supplied to accommodate three-fourths as many, making the total it would be possible to save under the trade rules 962. There is no evidence on the plans to show that the Titanic carried any collapsible boats or rafts, and if she did not, her lifeboats put her barely within the Board of Trade regulations. Comparisons with the Oceanic and Campania, which are much smaller, show that they carry twenty boats each, while the Lusitania has only sixteen.

The electrical control of the bulkheads installed in the Titanic is coming in for much criticism. It is stated here that they are an idea of Lord Pirrie, who insists on introducing them in ships built at Belfast, despite the condemnation of many constructors, who pin their faith to hydraulic power as being more reliable. These constructors point out that even a small mishap is liable to render the electric installation useless.

"Naval architects are already busying themselves with the problem of designing a deck which can be slipped from a sinking liner," said John Harvard Biles, Vice President of the Institution of Naval Architects, during an interview. He continued:

"The problem is chiefly that of the expense of the apparatus, which would be used only once in fifty years. An unsinkable ship is a fiction of the transatlantic ticket sellers. All things considered, even in case of a collision with an iceberg, a vessel of the size of the Titanic ought to be safer than a smaller liner. A head-on collision would leave more compartments undamaged, while a sideswipe could be better resisted. It is possible to carry sufficient boats to save every soul on board of a liner. I cannot account for the failure of the wireless apparatus on the Titanic almost two hours prior to her foundering, as a supplementary dynamo was carried fifteen feet above the water line."

LIVERPOOL, April 17.—"It is not altogether impracticable for the largest ocean liners to carry sufficient boats to accommodate all on board," according to W. S. Abell, Professor of Naval Engineering at the Liverpool University. "Special arrangements, however, would have to be made, and these would necessarily involve considerable curtailment of deck spaces and deck houses."

Titanic Survivors and One (Mr. Moore) Among Missing.

PASSENGERS DEMAND THE SOUTHERN ROUTE

Deputation of Those to Sail on the Adriatic To-day Makes Request to White Star Line.

BOARD OF TRADE IS BLAMED

Has "Not Troubled Its Head for Years About Safety of Passengers," Declares a London Paper.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

LONDON, April 17.—A deputation of passengers booked to sail on the White Star liner Adriatic to-morrow, called at THE NEW YORK TIMES'S West End office to-day with the object of recording the fact that they had lodged with the White Star Company a two-fold request—that the Adriatic take the southern route and that the vessel be compelled to carry sufficient lifeboats to accommodate all the passengers and crew.

The deputation included the Rev. Henry Brundage of Washington, William J. Smith of New York, J. B. Corey of Pittsburgh, and Charles Wright of Detroit.

The insufficiency of the lifeboats carried by the Titanic has brought the ridiculously antiquated regulations of the Board of Trade into the limelight. As one paper says:

"Doubtless the White Star Line will be blamed for not carrying more boats, but as a matter of fact they have done no worse, if not better, than any other line. They fulfilled the rules of the Board of Trade, and having done so, and having a firm belief that the Titanic was practically unsinkable, their conscience was at rest.

"If there be blame, let it be shared by every other company which has only by sheer luck escaped similar disaster, but let the main burden rest on the shoulders of the Government department, which has not troubled its head for years to inquire whether the safety of the passengers nad crews on board the big liners was being properly looked after. That is the sort of crass stupidity for which we pay our government departments their tens of thousands yearly.

"Of course now there will be a change. We know now that no ship is unsinkable, and therefore due provision must be made lest she do indeed sink in mid-ocean. We shall be very wise after the event, and officialdom may even go so far as to drop its ridiculous tonnage scheme and demand that for every living soul carried on a vessel there shall be a place in one of the lifeboats."

Sir L. L. Johnston strongly advocates the adoption by transatlantic steamers of the more southerly route. "The only reason," he says, "why the more southern and much safer and pleasanter route is not followed is due to the insensate avarice in time which most people display in their arrangements for crossing the Atlantic. They may by the more northerly route save one day or two days, but we now know at what risk. Moreover, in my own experience the supposed rapid passage has been at least once annulled by delays due to the Newfoundland fogs.

AMERICANS IN PARIS STILL HOPE

Travelers in Great Distress Over Slow Coming of News.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

PARIS, April 17.—The news of the terrible loss of life on the Titanic has proved a stunning blow to Americans in Paris. Nearly all the Americans in the leading hotels had relatives or friends abroad the liner.

THE NEW YORK TIMES correspondent was the first to communicate the names of the survivors to the principal hotels and to prominent Americans.

Mrs. James Speyer and Mrs. Barton French have been among the constant callers at the White Star offices. Mrs. Barnes, who has been in London, came here to join her daughter, Mrs. Clinch Smith, whose husband is among the passengers who are presumed to be lost.

Erving Stern of New York, who was to have sailed with his uncle, John Brady, has spent an anxious time endeavoring to get news concerning the latter, but has been unable to get anything definite from London or New York. Great anxiety is felt for Mr. and Mrs. Goldenberg.

Nothing but expressions of sympathsy and regret were heard on all sides for Capt. Smith, who is one of the transatlantic commanders best-known and liked by American travelers.

All the Americans, who have been spoken to, said that the disaster had cured them of the fancy for mammoth liners. In future they would rather choose the slower and smaller boats.

George Rheims's relatives here were greatly relieved to learn that he was among the survivors. Mrs. Rheims was in great distress, however, because her brother, J. H. Loring, had not been reported among the saved.

BERGS NEAR TITANIC'S PATH.

Capt. Smith Thanked the Touraine for Giving Him Information.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

HAVRE, April 17.—The Captain of the French liner Touraine, which arrived here, states that on April 10 in latitude 44.15 north, longitude 50.40 west, at five seconds past midnight his ship entered an ice field. To lessen the shock of a possible impact he slowed down to twelve knots.

The Touraine emreged from the ice field at 1:15 A. M. The icebergs were only a little above water.

The same morning the Touraine coasted along the southern edge of another ice field for three quarters of an hour and noticed two icebergs.

On Friday, April 12, the Touraine was in constant communication with the Titanic up to 9 o'clock at night. Her commander, Capt. Caussin, sent word by wireless telegraphy of the position of the ice field which he had encountered to the commander of the Titanic.

Capt. Smith replied in the same way, sincerely thanking him for the information.

CARONIA GOT TITANIC'S CALL.

She Was Then 700 Miles Away and Could Give No Help.

QUEENSTOWN, April 17.—The Cunard liner Caronia, which arrived here this evening, reported that she received a wireless from the Titanic at 4:30 o'clock (mean time) Monday morning, stating that she had been in collision with an iceberg, was in a sinking condition, and would require immediate assistance.

The Caronia was then 700 miles distant from the Titanic, and therefore was unable to reach her, but sent wireless messages to other steamers near the scene. The Caronia encountered no ice.

A DISPATCH KEPT BACK.

It Acknowledged Ice Warning to Titanic—Story of a Meyer Order.

Special to The New York Times.

WASHINGTON, April 17.—One of the strange acts connected with the loss of the Titanic appears in the attempt of Secretary of the Navy Meyer to keep from the newspapers the fact of the dispatch from the Titanic's wireless operator received by the Hydrographic Office Monday morning, dated April 14, announcing that the Amerika had told the Titanic that she had sighted icebergs in the latitude and longitude where the Titanic afterward struck and went down.

Mr. Meyer sent for Capt. Knapp, the head of the Hydrographic Office, when he learned of the existence of this dispatch, and said that it must not be given out. Capt. Knapp said it had gone into The Daily Bulletin of the office, and had already gone out to shipping interests, and would make its way into the newspapers. Nevertheless, the Secretary said that it must not be given out by the Navy Department; if it leaked out from the branch Hydrographic Offices that could not be helped.

It is understood that the Secretary said his reason for trying to keep the dispatch quiet was that the Hydrographic Office attachés and navy officers would be called upon as witnesses in the investigation that is to be had.

SADDENED LONDON STARTS RELIEF FUNDS

King, Queen, and Queen Dowager Head Contributors for Relief of Sufferers.

WEALTHY WOMEN GENEROUS

Silent Throngs Wait Hopefully All Day About Steamship Offices for Names of Survivors.

Special Cable to THE NEW YORK TIMES.

LONDON, Thursday, April 18.—Amid the gloom that accompanied a day of meagre news concerning the lost Titanic, London began yesterday in earnest to raise funds for the relief of those who have been bereaved by the disaster and left in need.

The King yesterday subscribed 500 guineas, ($2,500,) to the Mansion House Fund. The Queen gave 250 guineas, ($1,250,) and Queen Alexandra £200, ($1,000.) Other subscribers to this and other funds include: Shipping Federation £2,100, ($10,500;) Morgan, Grenfell & Co., £2,000, ($10,000;) Edward C. Grenfell, £1,000, ($5,000;) Speyer Brothers, £1,050, ($5,250;) N. M. Rothschild & Sons, £525, ($2,625,) and Baring Brothers, £500, ($2,500.)

All the newspapers have opened subscription lists.

The Lord Mayor has accepted Oscar Hammerstein's offer to put the London Opera House at his disposal for a performance for the benefit of the relief fund. Mr. Hammerstein in a letter to the Lord Mayor says:

"The appalling gravity of the Titanic disaster has affected me in a way which words are powerless to express, especially as many of my personal friends are among the lost. Only the day before he sailed, Henry B. Harris came to bid me good-bye and make an appointment for Autumn, which now will never be kept.

"My many transatlantic voyages have led me to consider a liner as one of my homes, and the unfailing devotion to duty which characterized those responsible for the management and working of the huge vessels always impelled my sincerest admiration. Never has that devotion been thrown into higher relief than on the night when the Titanic went to its doom. I feel, therefore, that I am but offering a small tribute to the brave fellows who gave their lives for their duty, in placing the London Opera House at the disposal of your lordship."

The Daily Mail makes a special appeal to the women of England on behalf of the fatherless children and widows of the men who perished with such sublime courage and such self-sacrificing devotion." The Mail adds: "There is no story of more splendid self-sacrifice in the cause of the weak. It will stand imperishable in our national annals."

Queen Alexandra and Princess Beatrice of Battenberg sent messages expressing their sympathy with the appeal. The first subscribers to the women's fund include Mrs. E. McKay Edgar, £500 (2,500); Mrs. A. G. Vanderbilt, 200 guineas (1,000), while Lady Decies, Lady Barrymore, Lady Sackville, Mme. Dominguez and Mrs. George Cornwallis West have given similar amounts.

LONDON, Thursday, April 18.—In expectation of more tidings from the Titanic, and especially more names of survivors of the disaster, sad and silent crowds waited all day long yesterday at the White Star offices here and in Southampton and Liverpool. They could be prevailed upon to depart at a late hour last night only on the officials' promising to telegraph to relatives if new names of survivors were listed.

Some of those who had relatives on board the Titanic had remained at the offices throughout Tuesday night, scanning the lists given out during the early hours, which, however, proved to contain no fresh names, but merely corrections of those given before.

Those who waited in the London offices were mostly women whose husbands had started for America on business or to make new homes there for their families. They lingered pathetically about, seemingly unable to believe that those who had left them only a few days ago full of hope would not return.

A memorial service for the victims is to be held at St. Paul's Cathedral on April 19.

TITANIC'S LAST GOOD-BYE.

It Came Saturday to the Tunisian Which Had Signaled "Good Luck!"

Special Cable to THE NEW YORK TIMES.

LONDON, April 17.—The Allan liner Tunisian, which has just arrived at Liverpool from Canada, reports running into a large ice field 887 miles east of St. John's. The officers and crew had a trying time; and for thirty-six hours at a stretch Capt. Fairfull, one of the oldest commanders in the North Atlantic service, never left the bridge.

"The ship was practically surrounded by huge ice mountains," said one of the passengers. "Pinnacles of jagged crags glistened in the rays of the sun with dazzling brilliancy. A sea of floating ice stretched for miles on every side of the vessel, and we counted no fewer than 200 huge bergs. It was a magnificent sight.

"During the day we steamed dead slow, carefully picking a tortuous course through the islands of ice. We lay to all one night and next morning our course was altered and for sixty miles we steamed southwards until we miles we steamed southward until we

The Tunisian was one of the last boats to speak to the Titanic on Saturday. About midnight the Marconi operator on the Tunisian signaled "Good luck," and the acknowledgement came back, "Many thanks. Good-bye." Some hours later the ship's company was shocked to learn that the Titanic had said "Good-bye" in very truth.

HOW WE DO IT

The facility with which we handle each new building enterprise that comes along is due to the fact that we have no opportunity to rust.

Unlike smaller organizations whose business runs in cycles, the Thompson-Starrett Company has a steady volume of business at all times, and every day its organization is running a little better, a little smoother, a little more like a machine.

Every job we get makes us that much more capable to handle the next one.

THOMPSON-STARRETT COMPANY
Building Construction

R. H. Macy & Co.'s Attractions Are Their Low Prices.

Macy's

Herald Square, Broadway, 34th to 35th St.

Grandfather Clocks

An Excellent Showing, ranging in Price from $10.89 to $36.24

In our Furniture Department, on the Fourth Floor, will be found almost every popular or unique design in standing clocks.

Principally Colonial, Old English and Mission effects, finished in mahogany, golden and weathered oak, but also one or two antiques. Some are of American make with Cathedral gongs. Others were made expressly for us in Germany and have soft-toned Westminster gongs.

Five models of chiming hall clocks, all in solid mahogany, from $97.50 to $248.00.

SPECIAL $34.50 Grandfather Clocks, (illustrated) at **$23.89**
(Basement.)

"The Big Store"
TWO MAMMOTH BUILDINGS

GREENHUT-SIEGEL COOPER Co.
BOTH SIDES OF 6TH AVE. J. B. GREENHUT, Pres. 18TH AND 19TH STS.

The Thousands of Spring and Summer Needs
For House and Garden
Can All Be Filled in Our GREENHUT Building

The two seasons of the year which are most attractive bring in their wake out-of-the-ordinary demands upon the householder in town and country.

Let us help YOU to solve your Spring and Summer problems.

Are you contemplating furnishing in whole or in part?

Come to Our GREENHUT Building.

Do you need new carpets, draperies or curtains?

Come to Our GREENHUT Building.

Are you an amateur gardener—do you grow plants, trees, flowers or vegetables?

Come to Our GREENHUT Building.

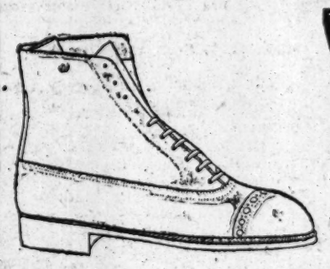
Let The Big Store take your burdens upon its shoulders and supply YOUR EVERY NEED. We will do so BETTER and MORE ECONOMICALLY than anyone else.

Try us!

$30,000 to Charity WE give this amount and we ask OUR CUSTOMERS to tell us by their VOTES which charitable and benevolent institutions, societies and churches shall receive this money. IT COSTS YOU NOTHING TO VOTE.

Double S. H. Green Trading Stamps Before 12 o'Clock

The Gimbel Shoe Store Presents
Twenty-four Distinguished Styles of the New



Welbred TRADE GB MARK **SHOES**

Of Highest Character for Men

Welbred Shoes embody our idea of the finest Shoes that are made in America for men. It has taken us nearly two years of careful seeking—beginning long before this GIMBEL New York Store was open—to come to a decision. But having made it, we are absolutely certain of its correctness.

QUALITY is the first consideration of the makers of Welbred Shoes. You will find their Shoes only in specialty shops of the highest class—in fact, so jealous are they of their reputation, that we persuaded them to make Shoes for us only by convincing them of the high character of the Gimbel Shoe business.

There are numberless characteristics in Welbred Shoes that will appeal at first glance to men critical of their footgear—good points that show better as the test of wearing is applied to the Shoes. Among them are—

The excellent fit under the arch, where the lines of the Shoe are hollowed more than usual, to follow the shape of the foot.

The careful shaping of the Oxford Shoes, so that they will hug the heel tightly and not slip up and down.

The low heels, which are extremely comfortable for walking, while the Shoes fit better around and under the instep than other makes with higher heels. Finally, the *extremely smart style,* such as is usually associated only with custom-made Shoes, and is, in fact, produced by the same sort of expert hand-labor that makes custom Shoes.

While the entire range of Welbred Shoes will consist of thirty-one styles (a larger assortment of the styles of these makers than is shown in any other store) we have ready in all styles today

Fourteen Styles of High Cut Shoes
Ten Styles of Oxford Shoes

including black and tan Russia calf, French wax calf, black kidskin and patent leather.

The Prices of Welbred Shoes Are $6, $6.50, $7 and $9

There are six styles of lasts, which will be found at one or another of the above prices:

First—A narrow last of perfect fit.
Second—A custom last, with a little wider toe, but on the same handsome lines.
Third—The "Somerset" with still wider toe, flat soles, in English effect, very much arched, and with broad, low heels. A model sure to be a pronounced favorite.
Fourth—A comfortable, straight last with wide toes.
Fifth—The "London," a perfect, straight last, in regulation shape.
Sixth—A full-dress shape of very correct style.

It is a great pleasure for us to present these Shoes to New York men, for we are certain of the cordial reception that their merit assures for them. They form but another instance of the service which has won so high a place for the Gimbel Shoe Store in so short a time; and they add a worthy fourth to the already famous lines of Gimbel Shoes—the "Belmode" for women, the "Toe-Ease" for children, and the "Arch-Ease" for weak insteps.

We shall be glad to show Welbred Shoes to men who are interested. Second floor

GIMBEL BROTHERS
BROADWAY NEW YORK THIRTY-THIRD ST

GOING TO

Philadelphia

Take one of the hourly fast flyers of the

NEW JERSEY CENTRAL

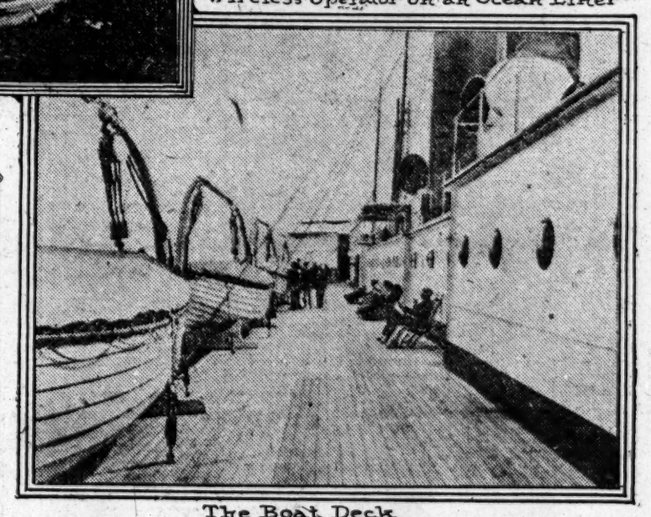
Every hour on the hour, 7 A. M. to 10 P. M., and at midnight, from Liberty St. 10 minutes of the hour from W. 23d St. The Scenic Route. Dining car Service De Luxe at dining hours. Hard coal, no smoke, no tunnels.

Rescue Ship Now Nearing Port.

The Carpathia which is bringing in the Titanic Survivors

A Corner in the Library on the Carpathia.

Wireless Operator on an Ocean Liner



The Boat Deck

Two Views Aboard the Carpathia and the Wireless Operator at Work.

CITY'S ARMS FLUNG OUT TO SURVIVORS

Shelter and Aid Await the Needy and Helpless on the Incoming Carpathia.

MANY RELIEF FUNDS START

Mayor Opens One at City Hall—Charity Societies Ready—Dinner Celebrations Postponed.

The steadily increasing appreciation of the desolation that must follow the sinking of the Titanic has aroused a wide and deep sympathy, made manifest yesterday by numerous expressions from every quarter, and not alone from the ranks of those immediately affected by losing members of their families or friends or by the loss of goods. News of plans made for the assistance and shelter of the more helpless and less protected among the rescued gives every evidence that the most bereft and destitute will find friends at this port and hundreds of willing hands outstretched. Moreover, the augmented horror of the tragedy at sea has taken hold of the city, and the announcement of celebrations postponed and festivities abandoned shows that the even tenor of New York has been shaken to a rare degree, as though the flags at half mast on City Hall and on all the municipal and borough buildings of the entire city were not the only indication that New York is mourning.

Aside from the continued activity of the committee of women organized by Mrs. Nelson H. Henry, wife of the Surveyor of the Port, to meet the immediate needs of the unhappy ones rescued from the steerage of the Titanic, the most substantial relief step taken yesterday was the announcement at City Hall that funds would be received there. The announcement read:

> No doubt many of the survivors of the crew and passengers of the Titanic, and of the survivors of those who lost their lives will be in need of immediate assistance. All those who desire to help may send their contributions to the Mayor's office. A like fund is being raised in London.

London Starts a Fund.

This announcement followed an exchange of cablegrams between Mayor Gaynor and the Lord Mayor of London. To City Hall yesterday morning came this message:

London, England, April 17, 1912.
The Mayor, New York.:
Opening fund relief sufferers Titanic disaster will warmly welcome your sympathy.
LORD MAYOR LONDON.

The Mayor immediately sent this reply:

New York, April 17, 1912.
Lord Mayor, London:
Relief fund Titanic sufferers has our hearty sympathy. Will open one here.
GAYNOR, Mayor New York.

Mayor Gaynor, through his secretary, communicated with the International Mercantile Marine Company yesterday, informing them that the City of New York will be pleased to tender the use of the Municipal Lodging Houses for the housing of the third-class passengers who desire protection. The officials of the company thanked the Mayor and told him that Commissioner Williams of the Immigration Department of the United States Government has made every preparation for the comfort of these passengers. But the members of Mrs. Henry's Committee of Fifteen are particularly anxious that the somewhat uninviting hospitality of Ellis Island should not be the offering of this city to the desolate poor that were plucked from the sinking Titanic. Private homes and genuine personal sympathy and assistance are what they wish to see extended.

Big Benefit at Hippodrome.

The Hippodrome on Sunday evening, April 28, is to be devoted to a performance of large proportions for the benefit of the needy Titanic survivors. The Shuberts, with their allies and friends in the theatrical world, are backing the plan, and the programme is to contain the names of players drafted from all their companies. It was declared last night that every penny taken in will be devoted to the work of succor.

The managers who are arranging for the benefit are the Shuberts, Henry W. Savage, William A. Brady, Winthrop Ames, Weber & Fields, Lewis Waller, F. C. Whitney, John Cort, Oliver Morosco, and Julius Layolle. The players who have promised to lend their talents to the performance are Weber & Fields, William Collier, Lillian Russell, Fay Templeton, Lewis Waller, Madge Titheradge, Marie Dressler, Sam Bernard, James T. Powers, Fritzi Scheff, Charles Hawtrey, Forbes-Robertson, Grete Wiesenthal, Al Jolson, Stella Mayhew, Melville Ellis, José Collins, Moon & Morris, the Texas Tommys, "Bunty Pulls the Strings" company, "Bought and Paid For" company, De Wolf Hopper, Eva Davenport, Cyril Scott, George McFarland, Christine Neilson, Louise Gunning, French Grand Opera Company, the Hippodrome Company, Gertrude Bryan, Otis Harlan, "Little Boy Blue" company, and Guy Bates Post, and the Hawaiians from the "Bird of Paradise."

Planning Titanic Memorial.

The fate of the members of the Titanic's crew who are among the rescued, and many of whom doubtless played heroic parts in the rescue before the arrival of the Carpathia, is the question in which the American Seamen's Friend Society is actively interesting itself. The members of the Titanic's crew, when in the service of other White Star ships frequented the society's local institute at 507 West Street. That was their home in America, and it is thought that some memorial will be placed on its walls in honor of the part of the crew that went down with the Titanic. Also it is suggested that there be raised a Titanic Memorial Fund having for its sole purpose the relief of shipwrecked and destitute seamen of all nationalities in this, the second largest port of the world. But meanwhile there is immediate work to do. The society is charged with the care of such seamen in this port, and has done such work for more than eighty years.

"For a crew or a portion of it, as in the case of the S. S. Titanic, to be saved from the dangers of the sea is the close of a thrilling, dramatic chapter in a sailor's life," writes Secretary Hunter, "but it is also the beginning of another chapter, and a sordid one, when the men who are rescued will begin life over again with only a water-soaked suit of clothes, the memory of a terrible experience, and for their total capital a few weeks' pay due them at home."

With such realization the society is squaring its shoulders to meet the responsibility that the Carpathia will bring up the bay, and, as it did successfully when the Republic's crew was brought here, it is appealing for funds, which can be directed to the headquarters at 76 Wall Street.

Immigrant Society Offers Aid.

At a special meeting of the Executive Board of the Hebrew Sheltering and Immigrant Aid Society held yesterday resolutions expressing the sympathy of the society to the sufferers of the Titanic disaster and their friends were adopted, and Judge Leon Sanders, the President, was authorized to appoint a committee instructed to extend the facilities of the organization to those survivors of the Titanic who will be in need, regardless of race, creed, or nationality, and to provide shelter, clothing, and all other necessities for their immediate relief. The House of Shelter maintained by the society at 229 and 231 East Broadway will be able to care for at least fifty of the survivors for such length of time as may be necessary.

The alumni of Maynooth College, Ireland's famous school for priests, assembled from all parts of the country yesterday for a reunion at the Hotel Astor. The shadow of the Titanic tragedy hung over the gathering, and at the reunion mass at Holy Cross Church, in West Forty-second Street, the gathering of priests prayed for the Titanic's dead. At the afternoon session the members were informed that an English priest, the Rev. Thomas Byles of Ongar, Essex, was one of the passengers whose name has appeared on no authentic list of the survivors. Father Byles was a convert and graduate of Oxford, who was coming here to officiate at the marriage of one of his brothers, W. E. Byles, who lives in Brooklyn.

The celebration of the sixtieth anniversary of the Church of the Incarnation, Madison Avenue and Thirty-fifth Street, will be postponed until April 28 because of the Titanic wreck, and on account of the disaster the morning prayer and litany on Sunday will be accompanied by solemn music.

The regular dinner of the St. George Society, held every year in this city, on April 23, has been postponed indefinitely because so many of the society's members have lost friends who were crossing on the Titanic.

The committee on the semi-centennial of the Produce Exchange met yesterday afternoon and postponed the dinner that was set for to-morrow evening, in view, so the resolution read, "of the disaster to the steamship Titanic, a calamity which has touched the hearts of our whole community."

And among other changes of plans it was learned last night that on account of the Titanic's fate Mayor Gaynor has decided not to attend the first game of the season at the Polo Grounds to-day.

The Cercle Dramatique of the French Alliance, which is to give three French plays at the Liberty Theatre on Sunday night for the benefit of the French Day Nursery, has decided to devote a quarter of the proceeds to the funds raised for the assistance of the needy among the survivors of the wreck. Tickets may be had from President La Bonheur of the nursery at 346 West Twenty-eighth Street. Besides the plays there will be singing by Mme. Gerville-Reache and by Jeanne Maubourg.

FEELS HUMILIATED.

Belfast Loss of Greatest Ship Stuns City—Glad Ismay Is Saved.

Special to The New York Times.

CHICAGO, April 17.—"It is hard to give any adequate conception of the dismay in Belfast, caused by the loss of the Titanic," says a cablegram from that city to The Chicago Daily News.

"The whole community feels stunned and bereaved. The fact that the produest liner Belfast ever sent forth, the premier work of man in naval architecture, met so sudden ruin has induced a spirit of humiliation.

"The drowning of Capt. Smith is deeply deplored. J. Bruce Ismay's survival causes rejoicing. He followed the building of the vessel with greatest perseverance, personally superintending every detail of the craft."

FAKE STORY REPUDIATED.

London Paper Apologizes for Thrilling Fiction, Which The Times Ignored

Special Cable to THE NEW YORK TIMES.

LONDON, April 17.—An unpleasant impression was created in London today by the cabled reports of a narrative published in a New York paper purporting to have been received by wireless from the steamship Bruce. Among shipping men and insurance brokers the story was classed on a par with the bogus telegrams reporting the Titanic as under her own steam after the collision. The feelings with which the matter is regarded are indicated by the fact that The Evening News, which in early editions printed the story in question, withdrew it from later editions with the following apology:

"In our earlier editions to-day we quoted a flamboyant and characteristically American story in a New York newspaper, describing with great detail and vigor the thrilling experiences on board the Titanic during its last hours. While not questioning the probability of certain statements in the narrative, we took no responsibility for the message, and published it with every reservation, adding that the most obvious criticism of the story is that the trail of the American journalist is over it, but that, as we said, this need not necessarily destroy the accuracy of the statements of fact in the description. It is now shown that the steamship Bruce was never in communication with any other steamer, and that the story was therefore untrue."

Special to The New York Times.

ST. JOHN'S, N. F., April 17.—The story describing how the Titanic struck an iceberg is entirely fabricated. The Bruce arrived here at noon Monday from Sydney, Cape Breton, and had no news whatever of the disaster except that on Monday morning, at 8 o'clock, when her wireless operator went on duty, the Cape Race wireless station notified him that the Titanic had struck an iceberg just before midnight.

The Bruce, on arrival, was overrun by reporters from all the St. John's papers, and these, on Monday afternoon, published interviews with the Marconi operator in which he distinctly stated that he had no intelligence whatever.

MAYORS DEMAND NEW LAW.

State's Municipal Executives All Sign Message to Congress.

UTICA, N. Y., April 17.—The Mayors of all the cities of this State are to-day authorizing that their signatures be affixed to a telegram to be forwarded to Congress by the Secretary of their association asking that a law be passed requiring every passenger vessel leaving a port in this country to be equipped with life boats or rafts sufficient to receive and float every human being on board the vessel.

As, however, there seems little chance of any legislation for the radical amendment of the law regarding the amount of lifeboat accommodation getting through Congress in time to be of service during the present tourist season, another bill dealing with the same subject has been drafted, and is likely to be introduced into the House to-day. This will provide for publicity as to the number of lifeboats and liferafts carried on each liner in proportion to those sailing aboard her. The act will run something like this:

> Be it enacted that from the date of the passage of this law no vessel larger than 5,000 gross tonnage and licensed to carry passengers, shall clear from any port in the United States, unless prior to her sailing there shall have been properly advertised the following facts:
> 1. The number of passengers that she is lawfully entitled to carry.
> 2. The number of persons, other than passengers, that she usually carries.
> 3. The number of persons for the intended accommodation of which she is provided with lifeboats and liferafts.
> This act shall take effect immediately.

Last night's telegrams were sent to Congressmen Jefferson M. Levy and Francis Burton Harrison asking them to introduce and press this measure. Among the men of prominence who are supporting the bill are Commodore Jacob W. Miller of the State Naval Militia, and Leonard E. Opdycke, a Trustee of the United Charities and a Vice President of the New York Association for Improving the Condition of the Poor.

William P. Capes, Secretary of the annual conference of Mayors of the State of New York, who has also taken a leading part in getting the Mayors to urge the more radical measure, said last night that this bill for publicity would give ocean travelers better information as to the risks they were assuming in preferring one line to another, and it would furnish a stimulus to steamship owners to provide the best possible safety appliances. For instance, it might induce them to adopt such apparatus as light lifeboats stored in "nests" or boat decks made of liferafts of such construction that they would launch themselves automatically on the sinking of a vessel and would speedily rise if they were drawn down by suction.

NATHAN STRAUS TOLD

That Isidor and Mrs. Straus Were Not Saved—Son Doesn't Know Yet.

A cablegram was sent yesterday to Nathan Straus, who is in Rome, breaking the news to him that Isidor Straus and Mrs. Straus are among the missing from the Titanic disaster. Mr. Straus, who is not in robust health, was deeply affected. He has cabled for full details.

Jesse Straus, son of Isidor Straus, with his wife and daughter, are passengers on the incoming Hamburg-American liner Amerika. It is believed that they have not yet learned of the fate that has probably overtaken Mr. and Mrs. Isidor Straus.

Mrs. Irving Lehman, wife of Justice Lehman and daughter of Nathan Straus, accompanied by Alexander Kinkead, will sail this (Thursday) morning on the George Washington to join Mr. and Mrs. Nathan Straus in Rome. Mr. Kinkead is one of Mr. Straus's secretaries.

Gotham SUMMER UNDERWEAR

SUMMER comfort at its maximum in **Gotham** Summer Underwear. 50c. to $3.50 the garment. Also **Gotham** Shirts, Pajamas and Union Suits.

Gotham Soft Collars are smart, comfortable and non-wilting. 2 for 25c; 15c and 50c each everywhere.

Gotham Book de Luxe free on request.

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333-341 Fourth Av., S. E. Cor. 25th St.
HENRY A. HARTMAN, Auctioneer,

To-Day at 2 P. M.,
and continuing daily throughout the week, at same hour,
Executors' Sale
to close the estate of the late

L. A. Lanthier,
The Entire Stock of the
Old Curiosity Shop,
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OIL PAINTINGS
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On free view until hour of sale.

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Special Mixtures of these and other flowers with us does not mean growers' mixtures, American or European, which frequently contain only surplus, undesirable colors.

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will prove in a few weeks what we say here, that they contain a wide range of colors of largest size flowers, comprising every desirable shade, but are dominated by the lighter colors now most admired and used for the table and parlor decorations.

PRICE—Vaughan's Prize Mixture—lb. $1, ½-lb. 50c, ¼-lb. 30c, oz. 15c, pkt. 10c.

SOW NOW *"Central Park" LAWN SEED*
The best permanent mixture. Makes close velvety turf. No foul seeds; no weeds. New crop; sure to grow.
Per lb., 30c.; 5 lbs., $1.35; 15 lbs., $3.95.

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Vases, Jardinieres, Candlesticks, etc.
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OUTER APPAREL FOR WOMEN, MISSES and JUNIORS
MILLINERY FURS

ARE HOLDING *Special Sales* THIS DAY—

Morning and Afternoon Dresses, $38
Fashionable new models of meteor and spotted and striped chiffon taffeta in dark and light shades, daintily trimmed with hand-embroidery and lace.

One-piece Serge Frocks, $22 & $28
FOR WOMEN AND MISSES. Of men's-wear serge, trimmed with sponge; also with eyelet batiste collar and cuffs—suitable for traveling, motoring and outdoor wear.

Smart Slip-on Coats, $45
For afternoon and evening wear, of double-faced satin and taffeta.

Women's Tailor-made Suits, $38 & $50
Regularly $50, $65 & $75. Absolute duplicates of new foreign models.

Small Women's and Misses' Suits, $35
Regularly $45 & $55. New Norfolk and fancy-trimmed models.

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Landlord: Don't build a flat without putting a Kewanee Garbage Burner in it. It doesn't cost a great deal, but it adds fifty per cent to the rental value of your building. It is *a standing advertisement for you.* It will take the place of a lot of fancy and expensive fixings.

People are asking for health as well as comfort. They know that flies, rats, mice, filth, garbage and debris mean disease and unlimited misery. They know that this garbage burner *keeps them all away.* They are free from the smells and polluted atmosphere that hang around the garbage can. They are free from the *garbage man and his horrible cart.*

And you've got to remember that while this garbage burner is burning the garbage it is heating the water in your hot water tank and *saving you from 25 to 40 per cent on your summer and winter fuel bill.* That's worth thinking about. The Kewanee Garbage Burner burns fresh garbage *without odor.* It is a blessing and an economy, not a burden or a nuisance. Better look into it, now, landlord, and be prepared for *the advance of Sanitary Science.*

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Landay BROS

Don't delay purchasing that Victrola you've wanted another day—visit any of our *three sales rooms*—let us demonstrate the wonderful musical qualities of this remarkable instrument.

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You can make payments as best suits your convenience—we are extremely liberal as to terms.

We carry the **largest** variety of **Victor** models to be found in this country; also the biggest assortment of records.

Victrolas—$15 up
Victor Records 60c up

Note our addresses carefully.

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Authorized Victor Factory Distributors
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For lining trunks and wrapping clothes use
TARINE MOTH SHEETS
Sold at all department and drug stores

All coffee ails yield to well-made
Postum
Be sure it's well boiled.

FINE DOLLS
Outfits, Shoes, Stockings, Novelties, etc.
Heads, Wigs, Limbs, Elastic, Eyes.
C. C. ULMCKE
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You will tone up your system and feel better for taking, in the morning, ½ glass of
Hunyadi Janos Water
NATURAL LAXATIVE
Best Remedy for CONSTIPATION

THE TIMES'S WIRELESS AND CABLE DISPATCHES

RULERS COMPLIMENT MORGAN ON BIRTHDAY

Financier 75 Years Old Yesterday — Is at Aix and in Excellent Health.

DISASTER ALTERS HIS PLANS

He Continually Seeks News Regarding the Titanic Catastrophe—Postpones Ceremony at Aix.

Special Cable to THE NEW YORK TIMES.

AIX-LES-BAINS, April 17. — THE NEW YORK TIMES correspondent, who traveled to Aix for the purpose of conveying greetings of THE NEW YORK TIMES to J. Pierpont Morgan on the occasion of his seventy-fifth birthday, found the financier in excellent health.

Although, owing to a delay in train connection, the correspondent did not reach Aix until 10 P. M., yesterday, Mr. Morgan, who is occupying at the Grand Hotel the same rooms that he has always retained for the last eighteen years, received him immediately, and cordially expressed warm thanks when birthday congratulations were tendered on behalf of THE NEW YORK TIMES.

Mr. Morgan was looking wonderfully well and very sunburnt after his holiday in Egypt, where, he said, he had a most delightful holiday. Time has, indeed, dealt gently with him. None would think the hale looking man, with the bright, critical eyes of the connoisseur, was celebrating his seventy-fifth birthday.

His table was covered with stacks of letters and telegrams from all parts of the world, several from royalties and rulers of States, and others from friends, associates, and admirers, all bringing to him greetings and congratulations.

Characteristic of the great American is the way he had planned to celebrate his birthday. The new wing of the Aix Hospital, recently built as a result of the generous contributions made by him, was to be inaugurated to-day. The loss of the Titanic, however, caused Mr. Morgan to postpone the ceremony, and it is now uncertain when it will be performed.

Mr. Morgan is exceedingly grieved at the appalling disaster. He told THE NEW YORK TIMES correspondent he would probably cancel his plans for the near future, which included a trip to Venice for the inauguration of the rebuilt Campanile.

Mr. Morgan, who was informed of the Titanic disaster by a telegram from THE NEW YORK TIMES, has kept the wires hot with requests for the latest information. He has repeatedly telephoned to London and Paris, and has many times queried New York direct.

Mrs. Burns, Mr. Morgan's sister, who arrived with him from Florence last Sunday also keenly felt the shock of the Titanic calamity. The people of Aix have grown accustomed to her invariable kindness toward them, and are proud of the fact that Mr. Morgan chose their town in which to pass his seventy-fifth birthday.

Mr. Morgan has apparently no idea of retiring from active life. In fact, there is no one more intensely interested in the world's affairs than he.

He is one of the few men of note who do not take physical exercise. He says he finds the best rule for health to be contentment, cheerfulness, and not to expect too much from others—a motto similar to that of Andrew Carnegie. At present he is taking sulphur baths and massage every morning, and occasionally the Naunheim treatment which is given here.

NEW POLYCLINIC HOSPITAL.

Visitors Touring Building See an Absolutely Fireproof Structure.

About 200 physicians, nurses, and persons interested in hospital work accepted the invitation of the Trustees and medical staff of the Polyclinic Hospital to look over the hospital's new building and plant at 341 West Fiftieth Street yesterday. The visitors found in a row of three-story brownstone residences a twelve-story structure resembling very much on the outside a large loft or business building.

Across its front in bronze letters was the simple legend, "For the Sick Without Regard to Race or Creed." Once inside the visitors found a group of workmen installing telephones and very much put out because they could not find wood enough in any of the rooms to which to fix their instruments. Supt. John Gunn, who conducted the visitors about, took the complaint of the telephone company's workmen as a very high tribute to the fireproof quality of the building.

The staircases, he pointed out, are entirely of cement, the doors of metal, and the floors and walls of a fireproof material, so that flames would have nothing whatever upon which to feed except a few rugs and an occasional chair or wardrobe. The workmen suggested that they had never been in another building to which the word "fireproof" could be so adequately applied, or in which they had had so much trouble in discovering hidden wood construction behind the fireproof coverings.

All the wards, both private and public, are above the roofs of surrounding buildings, so that patients will enjoy both sunshine and quiet. A special sun parlor has been constructed on the roof.

The new hospital site was decided upon several years ago, and the structure now nearing completion was commenced in 1910 after an agitation for a new plant had been carried on for sixteen years. The hospital staff and patients will be moved from the present building at Thirty-fourth Street and Second Avenue about May 1. Groups of visitors will be received at the new structure to-day, to-morrow, and Saturday, after which the structure will be closed in order to facilitate the transfer of supplies and equipment.

Brooklyn Charity Asks Early Gifts.

The Brooklyn Bureau of Charities would be glad if its subscribers would send in their usual contributions before the end of April, as the fiscal year of the bureau closes on May 1. The notification is sent out because 460 contributors have not yet made their usual donation. At the present time the Brooklyn bureau has more than 1,287 families—5,072 grown-ups and little children all told—under its care. Money to meet their most pressing needs and carry on the work of rehabilitation must be raised entirely through voluntary contributions.

HONORS NATHAN STRAUS.

Tuberculosis Congress at Rome Nominates Him Honorary President.

By Marconi Transatlantic Wireless Telegraph to The New York Times.

ROME, April 17.—Nathan Straus, the American Delegate to the Tuberculosis Congress now being held here, has been nominated as Honorary President of the Congress. His paper on "Pasteurized Milk" was a notable contribution to the discussions of the Congress, and was extremely well received.

Mr. Straus is still gratefully remembered in Italy as a pioneer of the relief work on behalf of the sufferers from the Messina earthquake.

SUN'S ECLIPSE SEEN WELL.

Cloudless Day in Paris—Astronomers from All Over the World.

PARIS, April 17.—A cloudless day gave a fine opportunity to the many representatives of scientific and astronomical socities assembled near Paris from all parts of the world to study the eclipse of the sun to-day. As the cone of the moon's shadow ran directly through Paris from the southwest after touching Europe at Portugal there was an excellent chance for making good observations.

The eclipse began at about 10:45 A. M., when hundreds of persons carrying smoked glasses stood in the streets or visited the suburbs, especially St. Germain-en-Laye, where the eclipse was total.

Shortly before noon a pall of obscurity resembling the approach of a thunderstorm descended over the city and the atmosphere became greenish dark.

In the city itself the eclipse was not quite total, the crescent of the sun showing at its climax at 12:10, after which the sun rapidly emerged.

With clear weather a partial eclipse of the sun might have been observed in New York City yesterday morning, from 5:16, when the sun rose, until 6:41. Boston's early-risers might have seen it all, for it began there at 5:30 and lasted until 6:56. The partial eclipse was visible to all of the United States and Canada east of a line running northwest through Pensacola, Fla., and Memphis, Tenn.

The line of the total eclipse began in Venezuela, moved northeast across Madeira, passed over Paris and along the shores of the Baltic, crossed northern Russia, and ended in Siberia. The eclipse was total for about half an hour.

AMERICAN'S SLAYERS DIE.

Chinese Outlaws Executed After Confessing Part in Hicks's Murder.

PEKING, April 17.—Six outlaws who were arrested in connection with the murder of Bert Hicks of Oshkosh, Wis., last month, all confessed that they had been concerned in the crime, and were immediately executed.

A battle between the old and new military forces was fought at Wen-Shwan, in the province of Sze-Chuen, on Sunday, in consequence of a dispute over the question of the disarmament of the former, who were defeated in the fighting and suffered a loss of 100 killed. Order has now been completely restored.

FIVE DEAD IN A STORM.

Much Property Damage Also Done in the South.

NEW ORLEANS, April 17.—Several persons were killed and a large amount of property was damaged in several South Louisianja towns last night by electric, rain, and wind storms. In the early crop district north of New Orleans the damage will be heaviest, it is estimated.

The dead are: John Williams, Plaquemine, struck by lightning; Charles Giles, Goodbee, caught in collapse of house; John Hamilton, negro, Manchas Bayou, struck by lightning; and FrankMonteleone, Natalvany, struck by lightning.

A wind storm of cyclonic intensity swept through the town of Ponchatoula, north of New Orleans. A church, a public hall, a mill and several residences were wrecked.

In the country about Plaquemine, west of New Orleans, the wind was accompanied by a cloudburst.

MONTGOMERY, Ala., April 17.—One woman was killed, the Baptist church destroyed and three stores wrecked by a cyclone which struck Shady Grove, a small town forty miles south of Montgomery, this afternoon.

WOULD OUST NAVAJO INDIANS.

White Men in New States Reaching for Rich Lands of Proud Tribe.

Special to The New York Times.

SANTA FE, N. M., April 17.—White men have set their eyes on the riches of the Navajo Indian Reservation, and it may not be long before the proud tribe that has so well preserved its identity will be swallowed by civilization, as other tribes have been. The initial movement for the opening of the Navajo Reservation to settlement has been taken in a memorial which the Legislature of New Mexico has sent to the President and Congress, and the officials of Utah and Arizona, which are also involved, and powerful private interests will undoubtedly help.

The New Mexico memorial sets out that the Navajo Reservation contains about 2,300,000 acres of land. As the tribe numbers less than 2,000 members, according to the best figures obtainable, this would give 1,200 acres apiece to the members. It is declared that this allotment is unjust, because white citizens could not take up so much public land. It is declared also that the new State has been handicapped because of large reservations of land in it by Federal officials on account of forests and minerals. Similar conditions exist in Arizona, and it will not be backward in demanding action.

The reservation is known to be rich in minerals. White men who have been at the Government station tell of gold and silver ornaments they have seen among the Navajos and of tales of large deposits that have been worked by the Indians in their crude way. Many white men have tried to get permission to prospect and develop the mines, but they have met with stern refusal. Some prospectors who have ventured within the reservation limits in search of gold have disappeared, and cowboys have told of seeing Navajos wearing their clothing.

There is also much land within the reservation that might be turned to agriculture. Many opportunities are offered for building dams to irrigate what is now desert country, and the soil will yield bountifully.

The Navajos will not let themselves be dispossessed willingly. They are regarded by men who know Indians as the proudest trible in the country. They have kept to themselves in all the years of invasion by the white men and there have been few intermarriages. They practice agriculture to an extent and have many arts, as is shown in the highly prized blankets made by their squaws. They are averse, however, to progress in any form, as has been shown many times to Government officials.

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discarded because it is soiled and oldish looking, has lots of life and wear still in it.
Dry Cleaning will add at least another season's wear and save the cost of a new suit.
Barrett, Nephews & Co.,
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32 Stores in New York.
Ladies' Garments redyed any shade or tone

MEXICO RESENTS AMERICA'S WARNING

Denies Our Right to Demand Protection for Foreigners in Remote Districts.

DEPLORES NOTE TO OROZCO

Calero Says Mexico Cannot Be Responsible for Acts of the Rebel Chief.

MEXICO CITY, April 17.—The Mexican Government refuses to recognize the right of the American Government to instruct it on its duties in its observance of international law. The declaration is made in in a statement by Minister of Foregin Affairs Calero to-day in reply to the demand of Assistant Secretary of State Huntington Wilson. After setting forth at length the clauses of the Washington note the Minister continued:

"In reply and by express instructions of the President of the republic I have the honor to say to your Excellency:

"The Mexican Government has a full consciousness of its duties, and neither by acts nor by the manifestations of its functionaries has it given a reason to doubt the sincerity of its determination to cause to be respected the generally accepted principle of international law and the rules which govern the conduct of civilized nations. Your Government has recognized this in the note which I have the honor to answer and by means of other repeated demonstrations of friendship toward the Government and the people of Mexico, which demonstrations so highly and so cordially have been esteemed in this country.

"For these reasons the Mexican Government finds itself in the painful necessity of not recognizing the right of your Government to make the admonition which the note contains, for the reason that it is not based on any incident that should be chargeable to the Mexican Government and which could signify that it might have departed from an observance of the principles and practices of international law.

"In view of the fact that part of the country is in a state of rebellion the Mexican Government has, as its principal duty, the suppression of the rebellious movement, and if in the region removed from obedience to the legitimate authorities attempts are committed against lives and property of foreigners the legitimate government of the republic will not be obligated in this respect, except in the same terms as would the Government of the United States or any other country if a rebellion existed in its own territory.

BIGGER ARMY FOR MEXICO.

To be Increased to 60,000 by Aid of $10,000,000 Bond Issue.

LAREDO, Texas, April 17.—Mexico's army is to be increased to 60,000 and maintained through a bond issue of 20,000,000 pesos ($10,000,000) according to the statement of a cousin of President Madero, who was here to-day.

The bond issue is to be taken up by Mexican capitalists, and is to be financed through an additional tax of 20 per cent. on spirituous liquors and other luxuries. The bonds will be payable sixty days after date of issue.

Senators have been called to Mexico City to confirm this bond issue, which is expected to augment the Mexican revenue greatly through the contemplated tax.

The walkout of the American engineers and conductors was complete to-day on the entire northern and the gulf divisions of the Mexican National Railways. No serious disorder was reported.

The Americans' chief demand was to control the percentage of Mexicans who should be allowed to work as conductors and engineers.

Yesterday many of the Americans were locked out in anticipation of to-day's action. Some of them reached the American border to-day only by paying their fares. A few of these Americans have worked for twenty-five years on the Mexican lines.

WASHINGTON, April 17.—At a conference between President Taft and Senators Root and Lodge, it was decided to-day that the President's answer to Mr. Lodge's resolution in regard to the acquisition of territory by Japan on Magdalena Bay, Mexico, would not be sent to the Senate until after the subject could be considered by Mr. Knox, the Secretary of State.

The President will discuss this answer with Mr. Knox as soon as possible. Reports that the conference had to do with the general Mexican situation were denied.

WEST FEARS FINE'S STIGMA.

Good Citizenship Leader Pleads for Discharge in Auto Speeding Case.

James E. West of 788 Riverside Drive, one of the officers of the Good Citizens' Movement and a member of the Directing Committee of the Boy Scouts of America, appeared before Magistrate O'Connor, in the Harlem Court, yesterday, in response to a summons for automobile speeding served on him by Motor Cycle Patrolman Helms. The policeman said Mr. West had been speeding in Riverside Drive.

Mr. West, who is a lawyer, entitled to practice before the Supreme Court of the United States, asked that sentence on him be suspended or that he be honorably discharged. He said he was troubled at the prospect of what his fellow-members of the Good Citizens' and Boy Scouts' movements would think of this being convicted and fined. Magistrate O'Connor said:

"Well, you might take a fine and then appeal."

"But the stigma would rest on me all the same," protested West. "Won't you give me a chance to put additional evidence before the court?"

Magistrate O'Connor paroled him till Monday to present further evidence. Fines of from $5 to $20 were imposed on forty other motor car drivers who were summoned.

OUR GIFT TO FRENCH LINER.

Government Presents a Flag to La France, Which Sails Saturday.

Special Cable to THE NEW YORK TIMES.

LONDON, Thursday, April 18.—A telegram from Paris to The Times says the United States Government has presented to the Compagnie Générale Transatlantique an American flag for use on board the new French liner La France. La France will begin her maiden voyage across the Atlantic on Saturday.

FIRST SUICIDE IN AIR.

Belief That Verrept Killed Himself Owing to Dispute with Fiancee.

VERSAILLES, April 17.—John Verrept, the Belgian airman, who had participated in many leading aviation events in Europe, was killed this morning while making a flight at the aerodrome here. His monoplane fell from a height of 600 feet and he was killed instantly.

Friends of Verrept express the opinion that he committed suicide. Yesterday, they say, he had a dispute with his fiancée, to whom he swore that he would kill himself.

Observers of his flight say they saw Verrept throw his arms up, and the aeroplane, then left to itself, crashed to the ground. The machine was found in perfect working order.

Verrept was 23 years old.

Pope Bids Farewell to Bonzano.

ROME, April 17.—The Pope to-day received in farewell private audience Mgr. Giovanni Bonzano, the new Apostolic Delegate to the United States, who is to leave here for America to-morrow morning. The Pontiff gave his last instructions to Mgr. Bonzano and asked him to convey his apostolic blessing to the members of the Catholic Church in America.

GAMBLERS ON THE TITANIC.

Many Planned to Cross on the First Trip—"Doc" Owen Not Aboard.

Broadway inhabitants were discussing last night the report that a number of well-known professional gamblers had gone to their death on the Titanic. It was said that the group included "Doc" Owen, "Jimmie" Bell and Ernest Jeffery, otherwise known as "Peaches." Investigation, however, led to information tending to show that "Doc" Owen was in this city alive and well.

"Al" McPherson, a close friend of Owen, said that Owen had been seen in this city within the past ten days. McPherson admitted, however, that there was good ground for the report so far as Jeffery and Bell are concerned. The names of Ernest and Clifford Jeffery appear on the second cabin list of the Titanic. McPherson said that so far as he knew the former had no brother named Clifford, but explained that it was possible that Bell had sailed under that name to escape detection. He said that Bell was well-known by reputation to the officers of most of the liners, but that Jeffrey had never worked the big ferry before.

"I know that there was some talk about the gang going across," said McPherson frankly. "In fact, I was invited to go along, but I refused because I am not a good sailor. I always get seasick and two experiences have been enough for me. I heard to-night that Jeffery had engaged return passage on the Titanic, but that he did not sail and was still on the other side. I don't believe it, however, because the chance of pickings on the initial trip would have been too tempting. I'm sorry if Bell was on board. He was a good fellow and staked many a man who was down and out on the 'Great White Way.'"

From various hotel detectives it was learned that at least a half-dozen well-known gamblers had left New York three weeks ago with the intention of returning on the Titanic. It is believed, however, that some of them were unable to obtain cabin accommodations and are still in England.

SHE BRAVED DEATH VALLEY.

Wife of Prospector During the Trip Almost Perished from Thirst.

Special to The New York Times.

SALT LAKE, Utah, April 17.—A remarkable feat of endurance has been performed by Mrs. Clarence E. Eddy. Accompanying her husband, a prospector, she has crossed Death Valley on foot. Mrs. Eddy will not repeat the experiment, however, for she almost died.

Mr. Eddy, in his search for riches, has crossed Death Valley twenty times in five years, and each time he has declared that he would never do it again. On the last journey he took samples of ore from a ledge, and the assays of this determined him to go back and locate a claim and get more samples on which to work. Mrs. Eddy decided that she must see the valley, and, dressed in men's clothing and carrying a pistol and part of the necessary supplies, she went.

It was from Leeland, Nev., that the start was made. The couple, in order to be economical, went on foot. The first day they ascended the divide in the Funeral range, from which they could look over 100 miles of desert, and camped that night in a deserted cabin well down toward Death Valley. The heat was oppressive, as the farm is 200 feet below sea level and all around it the country is dry.

After leaving the farm Mrs. Eddy began to show signs of fatigue, and when that night they reached a water hole in the desert she fairly fell into it. On this day they had crossed "Salt River," 280 feet below sea level. The next two days almost brought disaster, for on their arrival at a water hole seventy miles from their starting place they found the water polluted, and were unable to take more than enough to parch their raging thirst. Lacking water, they went on the next day, and Mrs. Eddy had given up and her husband was seriously considering shooting both before they should go mad, when they came upon some miners and were furnished with what they needed. After finding and tampling the ledge they made their way out the other side of the Panamint Mountains and went to Los Angeles.

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"The Improved" Hartshorn Roller requires no tacks for attaching the shade. Ask your dealer for these and get the best.
Wood Rollers *Tin Rollers*
All Dealers
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TO-NIGHT AT 8 O'CLOCK
In the Grand Ball Room of
THE PLAZA
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The Beautiful Paintings
By the Barbizon Masters
and their contemporaries.
ON FREE VIEW TO-DAY 9 A. M. TO 3 P. M.
At the American Art Galleries
Madison Square South, New York
The Ceramics, Furnishings and Piano belonging to the same collection will be sold in the above Galleries
THIS AFTERNOON AT 2:30 O'CLOCK
The Sale will be conducted by MR. THOMAS E. KIRBY, of the
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WEAR W. L. DOUGLAS SHOES
You can save money because they are more economical and satisfactory in style, fit and wear than any other makes. W. L. Douglas name and price stamped on the bottom guarantees full value and protects the wearer against high prices and inferior shoes. Insist upon having the genuine W. L. Douglas shoes. Take no substitute.
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NEWARK—837 Broad Street. JERSEY CITY—18 Newark Avenue.

A True Tale of Peril

Young mining engineer tells how another American, a brave peon, and himself fought an all-night battle with bandits to protect a rich hoard of silver in a Mexican mine. Read it in

NEXT SUNDAY'S TIMES

New Plans to Fight Plagues

The Italian war and the approaching opening of the Panama Canal make Quarantine improvements necessary, says Dr. O'Connell, the new Health Officer, in an interview in

NEXT SUNDAY'S TIMES

Sec. Knox's South American Tour

Snapshots taken during his trip will be reproduced in the Pictorial Section of

NEXT SUNDAY'S TIMES

Lessons From the Panama Canal

Col. Goethals talks of some of the problems that confronted him in the work and how they have been overcome. Read it in

NEXT SUNDAY'S TIMES

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MARINE LAW FAVORS STEAMSHIP OWNERS

Under Limited Liability Act Damages Can Be Recovered Only Against Vessel.

ADVISED TO SUE IN ENGLAND

Claimants Stand a Better Chance Under British Law—The Bourgogne Case an Example.

Demands on the part of steamship owners that The Hague Tribunal proceed to take up at once, as an international problem, the question of uniform safety appliances for the ships of all nations, and advice from lawyers engaged in the practice of maritime law that all who wish to sue the Titanic's owners bring their suits in England instead of in the United States, marked the discussion yesterday of the legal aspects of the shipwreck.

It was agreed that the case of the Titanic probably would present a more complicated series of questions for the courts to decide than any of its predecessors. Some of these will grow out of the settlement of estates, in which the question of which of two dead persons died first will be involved. Others will grow out of personal damage claims, involving the problem of the possible carelessness of the Titanic's owners, and still others from the fact that, so far as the United States courts are concerned, judgments found here will be practically valueless, as there is little or no property within this jurisdiction that can be levied on to enforce payment.

United States Commissioner Shields referred a TIMES reporter yesterday to Lawyer E. G. Benedict, at 79 Wall Street, as an authority upon admiralty law whose opinions would be worth while. Mr. Benedict was asked to discuss the present problem in its relationship to possible damage suits.

Why Suits Should Be Abroad.

"In the first place," he said, "I would join with other admiralty lawyers in advising litigants to sue in England. There the property that can be levied upon consists of the passage money already paid in, the freight money—for most of the freight must have been prepaid—and a set sum of £15 per ton for the Titanic's registered tonnage as her liability under the British code.

"If the Titanic's cargo had been saved, or if she had reached an American port in any condition whatever, the situation would be entirely changed. But there is positively no equivalent in the United States for the clause in the British law making a steamship company liable to the extent of £15 per ton for the registered tonnage of the vessel. Thus a litigant is left here with practically nothing to levy on. In England he has all the property of the company that the law has not specifically exempted.

"How did our admiralty law come about? Well, it was an old custom of the sea for a skipper who arrived with a battered ship and harmed cargo to surrender the ship to creditors and let it go at that—unless it could be proved that the cargo had been badly stowed or an accident to life had occurred through negligence. The steamship owners here wanted a limitation upon their liability that would save them from financial disaster following a wreck.

"They argued that when they put a ship in competent hands and sent her down below the horizon that was all they could be held accountable for, and they urged that it was unfair to hold them for the perils of the sea occuring without their 'privy or knowledge.' Their view prevailed, and so the present limited liability law was drawn. No cases of importance came up under it until 1870, and then the first large case went to the Supreme Court on whether or not a collision at sea was covered by the statute. The Supreme Court decided it was.

"This decision was followed by a general widening of the scope of the statute, both by Congress and the courts, until now a ship-owner can obtain absolute exemption from liability for loss except to the extent of the 'value of his interest in the vessel and her freight pending.'

"It is possible to levy on passage money because a court decision has decided that passage money is 'freight pending,' and that unpaid freight bills that can be realized on are also 'freight pending.' As you see, the only property of the Titanic in this country would be the unpaid freight bills, on which no collection ever will be attempted.

Bourgogne Cited as an Example.

"The general statute as to safety merely provides that 'every steamship shall be provided with such number of lifeboats, floats, life preservers, and drags as shall best secure the safety of all persons on board such vessel in case of disaster.'

"Take the case of the disaster to the steamship Bourgogne in 1898, when she sank with great loss of life off the Newfoundland banks after a collision with the steamship Cromartyshire. Suit was brought on the part of the heirs of those who were lost. I represented some of them. All we could levy on was the prepaid freight and the revenue from passenger tickets.

"In the case of the Republic-Florida wreck the Florida reached this port badly damaged. The lawsuits that were piled up against her caused her owners to sell the vessel and the proceeds of the auction went to the litigants. That was all they could get.

"The Titanic in no way comes under American laws, although she would have done so had she ever reached this port, in which case the inspectors would have had to decide whether her life-saving equipment was ample. The fact that she had not arrived here prevents any American litigants from setting up failure to provide ample safety devices as an element in their litigation.

"I advise all litigants to try in England, and whether they want to or not, all their claims will be brought together and will be bulked, in a single action against the sum total of the company's established liability."

Moses H. Grossman, of the law firm of House, Grossman and Voorhaus of 115 Broadway, who represented the survivors of the General Slocum, said that in that case they found that the law prevented them from interfering with any other vessels operated by the company, with a view of obtaining money damages. "In every case I looked up," he said, "I found that something had remained after the shipwreck upon which to levy. Ships which have struck icebergs before have reached port or have been beached, and so have represented some value.

"In the case of the Titanic I should think that the loss of the entire vessel and cargo would prevent the company from coming in under the limited liability clause. It is a mighty complicated situation, and some interesting legal entanglements will surely arise. I believe the insurance money on the Titanic cannot be reached by claimants. Salvage, which always takes precedence as a claim over the rights of survivors, is sure to be a large item in the case of the Titanic, and after the salvage, before the claims of possible litigants can be considered, will come the claims for wages of the officers and crew.

Acting Premier Foster Issues Statement Praising Heroism of the Men.

Special to The New York Times.

MONTREAL, April 17.—The Hon. G. E. Foster, Acting Premier of Canada, issued the following statement to-day with reference to the Titanic disaster:

"It it not too much to say that all Canada is shocked and sick at heart in the face of this awful disaster. It was so sudden and so unexpected. We had read the description and were waiting the advent of this latest triumph of naval architecture speeding gaily to her Western terminus freighted with the splendor and wealth of precious lives, instead, she suddenly crashed into the white, weird peril of the North, shivered through all her mighty frame and in a thrice was engulfed in the black depths of fathomless waters.

"In vain the wireless wizard sends out her quivering cry for help. In vain a quarter score of ocean liners rush through the darkness to her rescue. The fates are cruel and human sacrifice alone can satisfy them. Words are powerless to express the anxiety, the long half-hopeful waiting for good news and the bitter pain of disappointment.

"The one cause of thankfulness is found in the heroism of men, who faced certain death if they remained bravely away from the only means of escape, the lifeboats, into which they hurried women and children. Such conduct makes us proud of our British stock and renews our faith in the nobleness of humanity.

"For the tears, the pain of parting, and the sharp sorrow of sudden and pitiless bereavement, the heart of all Canada beats in deep and sincere sympathy. We are all filled with sorrow, and I wish on my own behalf and that of the Government of Canada to express deep and heartfelt sympathy with the relatives and friends of those who have lost their lives."

NEAR TITANIC, GOT NO FLASH.

The Hannover 325 Miles Away When Call for Help Went Out.

Special to The New York Times.

PHILADELPHIA, Penn., April 17.—The North German Lloyd steamship Hannover, from Bremen, reached this port to-day. When the Titanic struck, the Hannover, which had just left a field of pack ice, through which she had plowed for hours, was about 325 miles away. Yet so faulty was the wireless that not a word of the Titanic's message reached the German ship.

But it was the wireless which warned the Hannover of the ice menace. Capt. Troetzsch, greatly affected by the affair, told of the Hannover's voyage and the ice pack through which she proceeded. He knew Capt. Smith of the Titanic well.

"We first heard of the ice from the George Washington on April 12," he said. "Other ships warned us by wireless, among them the Tunisian. On the 13th, there were no ice warnings, but on the 14th, there were many.

"Since I learned of the disaster I figured out our position about 10:30 P. M. Sunday, when the Titanic struck the iceberg. We were about latitude 43:06 north, longitude 56:30 west."

That placed the Hannover about 300 miles to the west and about 100 miles to the north of the Titanic. This meant that in a direct line she was about 325 miles away from the Titanic.

TO FIGHT FAULTY EQUIPMENT.

Legal Aid Society Starts Crusade for More Life-Saving Appliances.

The Legal Aid Society, which maintains a branch office at 1 Broadway, given over entirely to conducting lawsuits in behalf of sailors and immigrants, announced yesterday that its officers would seek to-day to prevent the issuance of clearance papers to every steamship not carrying life-saving appliances sufficient fairly and fully to protect the lives of the passengers and crew.

The society also announced that it proposed to send a committee to Washington to urge before Congress the passage of amendments to the present law making the current regulations much more stringent.

Agents of the society said that sailors have long been keenly dissatisfied with the safety appliances provided, and that last February, at the request of the sailors plying the seas from this port, the society advised the Congressional Committee on Merchant Marine and Fisheries to embody in Bill No. 11,372, then up for consideration, a provision to the effect that not only should steamships be required to carry lifeboats enough for all passengers and members of the crew, but that they be compelled to carry enough sailors to man all of the boats should they be required to leave a vessel.

URGE PATROLS OF THE SEA.

Chicago Board of Trade Would Have Warships as Lookouts.

CHICAGO, April 17.—Action to urge upon the nations of the world the necessity for warship patrols for the rescue of victims of such maritime disasters as the wreck of the Titanic has been started by members of the Chicago Board of Trade.

A petition asking that the United States be urged to take the lead in such a movement was circulated on the floor of the Exchange yesterday, and directed to President F. M. Bunch of the board. It was announced that the Directors of the board would probably discuss the matter at their regular meeting next Tuesday.

CHINA REVERSES SEA RULE.

Women and Children Saved Last in Disasters Like the Titanic.

CLEVELAND, Ohio, April 17.—Had the Titanic been a Chinese vessel manned by Chinese sailors not a woman or child would have been saved, according to Henry Moy Fot, special agent for the Chinese Merchants' Association of America, who was in Cleveland to-day.

"It is the duty of sailors when a Chinese vessel goes down to save men first, children next, and women last," said the agent. "This is on the theory that men are most valuable to the State, that adoptive parents can be found for children, and that women without husbands are destitute."

STRUCK ICE AT AN ANGLE.

The Oregon's Designer Thinks Collision Was Not Head-On.

SAN FRANCISCO, Cal., April 17.—The Titanic was sunk by lateral tearing blows and not by a head-on collision, in the opinion of Hugo P. Frear, designer of the battleship Oregon.

"The sides of a vessel are the most difficult to protect," said Mr. Frear. "They are the most vulnerable spots in a steamship's anatomy, and it is my opinion that the Titanic struck the iceberg at an angle. A head-on collision could scarcely have done the damage necessary to sink the vessel."

ACCIDENT INSURANCE CONCERNS HARD HIT

Double Liability Clause Put to Severe Test by Titanic Disaster.

C. M. HAYS CARRIED $75,000

As Death Occurred on a "Steam-Propelled Public Conveyance," Underwriters Must Pay $150,000.

Accident insurance companies in this country and in England will stand to lose approximately $2,000,000. It was estimated yesterday by insurance experts in this city, as a result of the Titanic disaster. The loss, it was explained, will be doubled by reason of the so-called "double liability clause," which requires insurance companies to pay twice the amount of the death benefits where the policy holder loses his life while travelling on a public conveyance "propelled by steam or electricity." In cases, therefore, where a company has lost a policy holder insured for $50,000 the underwriters must pay $100,000.

An official of a leading accident insurance company said last night that the present catastrophe had put the "double liability clause" to the severest test that accident underwriters have ever encountered. All the companies have their inspectors estimating the aggregate losses they would have to pay in case most of the first and second cabin passengers on board the vessel are actually lost.

For instance, in the case of Charles M. Hays, President of the Canadian Grand Trunk Railway, who was among the passengers, it is known that accident insurance policies amounting to between $50,000 and $75,000 are extant. In the case of Col. John Jacob Astor, whose name has not appeared in the list of those reported rescued by the Carpathia, it is not believed that the accident insurance loss will be heavy, as men of his immense fortune seldom trouble themselves about providing such protection for their families.

It is estimated that in the case of two or three hundred of the men who lost their lives heavy claims for death benefits will be filed against the accident insurance companies. As soon as it is established that no other ships have picked up survivors from the Titanic, the claims will be paid without delay, it is announced. Because of the fact that every such claim will be increased 100 per cent., however, the accident companies are preparing to withstand a heavy drain.

In addition to the claims for death benefits, the accident companies will have to pay large sums covering the illness of those whose health suffered from the mental strain and physical exposure which they encountered. The people who patronize the accident insurance companies most liberally are those of fairly moderate means who belong to the great class of well-to-do tourists. The majority of such travelers carry accident insurance policies averaging from $5,000 to $50,000 each. The "double liability clause" is now included in all such policies.

Marine insurance men yesterday received a few additional details concerning the wreck. All of this information came from the steamship company or was cabled from London by insurance representatives in that city. It was discovered that the marine insurance companies received even a smaller premium for insuring the great ship than had been reported when the first news of the disaster was received. This came about from the fact that the policies written contained a clause which enabled the shipowners to pay a premium of only 1 per cent. instead of 3 per cent. in case the shipowners assumed themselves the first $750,000 risk.

In other words, the policy stipulated that the insurance would be taken at the rate of an annual premium of $10,000 for each $1,000,000 of insurance carried, providing that the International Mercantile Marine Company, in case of accident to the vessel, agreed to pay out $750,000 on the resulting loss themselves before asking the marine underwriters to make good one cent.

In many ways this loss has been a staggering blow to the marine insurance underwriters, who are also preparing to withstand a heavy drain upon their treasuries.

EXPLAINS ICEBERG WARNING.

Capt. Knapp Believes It Important Feature of the Investigation.

Special to The New York Times.

WASHINGTON, April 17.—Capt. John J. Knapp, Chief of the Hydrographic Office of the Bureau of Navigation, U. S. N., regards the warning that the Titanic's Captain had of the danger from icebergs one of the most important features of the proposed investigation of the great sea tragedy. Discussing the matter this afternoon, Capt. Knapp said:

"In the case of the loss of the Titanic, the shipping companies and shipmasters had been put in possession of the experience and judgment of a trained staff in the Hydrographic Office summarized in a pamphlet printed in April, 1909, entitled 'North Atlantic Ice Movement,' giving a study of the entire question with diagrams to show the usual limits of ice for a period of ten years. More specifically, the shipping community had been provided from month to month with the pilot chart showing the conditions of ice up to the time of printing and with the weekly hydrographic bulletin giving all pertinent details in regard to the ice and derelicts, and also the Daily Memorandum summarizing the collected reports of each day.

"The April pilot chart, which was issued March 28, 1912, showed that in March ice had come as far south as latitude 44 N. The Daily Memorandum prior to the 13th inst. showed that the trend of ice was to the southward, icebergs being sighted below the 43d parallel on April 7, 8, 9 and 11; on the 9th and 11th had reached the 42d parallel, and on the 11th some of it was seen south of latitude 42.

"The Daily Memorandum of April 15 contains a message from the steamship Amerika via steamship Titanic and Cape Race, N. F., April 14, 1912, to the Hydrographic Office, Washington, D. C.: 'Amerika has passed two large icebergs in 41.27 N. 50.8 W. on the 14th of April —Knuth.'

"As the Titanic's position is reported to have been latitude 41.16 longitude 50.14 at the time of her disaster, it is thus seen that the message which she transmitted for the Amerika doubtless relates to the very ice upon which she was wrecked.

"In New York the officer in charge of the branch Hydrographic Office has on exhibition on the floor of the Maritime Exchange, as well as in his own office, a large chart of the North Atlantic Ocean, on which is shown the location of the derelicts, ice and other reported dangers. These charts he keeps posted to date. He also informs at once by telephone the various steamship companies of all reported dangers to navigation. The officers of said companies and the masters of their vessels, particularly those of out-going vessels, have always been urged to call at the branch Hydrographic Office to obtain the latest information. Steamship companies have also always been urged to keep their ships afloat constantly informed of these dangers by means of wireless telegraphy. Similar action to that above outlined has been taken by the officers in charge of the branch Hydrographic Offices at the other ports mentioned above.

"A trained seaman can and does estimate the probable speed and direction of drift of any dangerous obstruction, so that if he had knowledge of the existence of an iceberg or a derelict in a certain location at a given date, he reckons its future position for an interval of a few days.

"In recent years the collection of marine data has been immensely accelerated by the use of radio-telegraphy, and the Hydrographic Office is able to publish daily in a so-called Daily Memorandum whatever important reports of dangers have been received. This sheet is prepared every afternoon and is mailed to the branch Hydrographic Offices and there given publicity to all concerned.

"By this means Boston, New York, Philadelphia, &c., are daily put in possession of the accumulated reports of dangerous derelicts and icebergs which have been edited by eperts in this line of work."

CAPT. SMITH'S CONFIDENCE.

Told Friends in Flushing the Titanic Could Not Sink.

The night before Capt. E. G. Smith of the Titanic left for Europe to take command of the liner he dined with Mr. and Mrs. W. P. Willis, at 133 Bowne Avenue, Flushing.

At that dinner Capt. Smith was enthusiastic over the prospects of his new command. He said he shared with the designers of the vessel the utmost confidence in its seagoing qualities, and told Mr. and Mrs. Willis that it was impossible for it to sink.

He looked forward then to the most successful days of his seafaring career, and especialy dwelt upon the idea that the Titanic's appearance on the Atlantic would mark a high point of safety and comfort in the evolution of ocean travel. He regarded that vessel as one that would keep above water in the face of the most unexpected trial. He said that even if a part of the ship should be seriously damaged there need be no doubt that she would reach port.

"From what I know of Capt. Smith," Mr. Willis said yesterday, "he would be the last man to leave the ship if it was sinking."

It was learned yesterday that Col. William Hester and John J. Sinclair, both of Brooklyn, had planned to have Capt. Smith as their guest at a luncheon which was to have been given to-day. Capt. Smith, Col. Hester and Mr. Sinclair were old friends. Col. Hester said yesterday that he had crossed the ocean several times with the Captain and that he held him in the highest regard.

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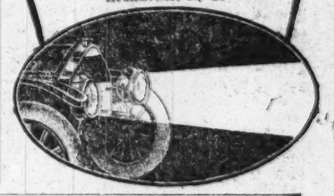

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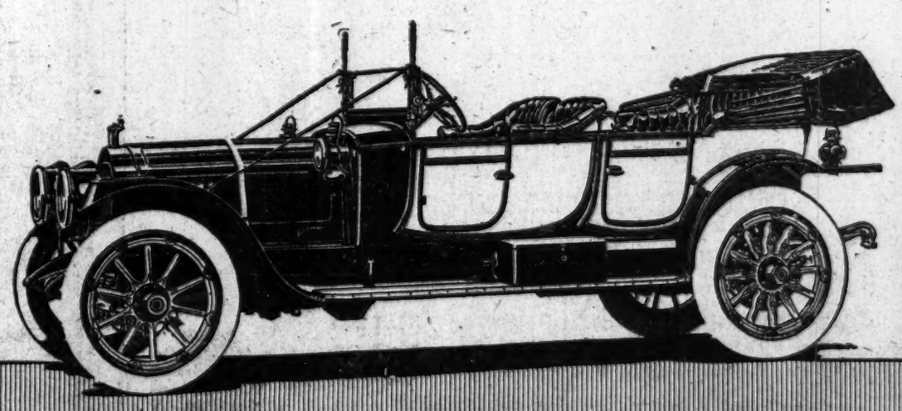

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LAWS ON LIFEBOATS QUESTION FOR HAGUE

North German Lloyd Line Manager in New York Proposes Marine Reform.

WANTS UNIFORM REGULATION

He Says the Statutes of Various Countries Differ, Which Causes Confusion to Steamship Companies.

The growing feeling that there should not only be more lifeboats on the transatlantic steamships until each vessel carries on her decks accommodations for the saving of every soul, passengers and crew, on board, but that there should be an international agreement upon the subject, was voiced yesterday by Charles von Helmolt, General Manager for the North German Lloyd Steamship Company. He declared that the subject was one for the immediate consideration of The Hague Tribunal.

"With the laws of every nation at variance regarding the safety of passengers on steamships," he said, "I believe the proper solution is to have The Hague Tribunal take up the question immediately and adopt such joint regulations as would insure as near absolute safety as is possible, under which regualtions all steamship companies of every nation would be compelled to operate."

"It is a matter which demands international agreement. Take, for instance, a company like the North German Lloyd. It must conform to the maritime laws and regulations of no less than four countries in carrying passengers between New York and Germany. Our steamers have Bremen as a home port and are under the jurisdiction of Germany; by touching at Southampton they come within the regulations and laws of England; at Cherbourg, where passengers from Paris come aboard, the French maritime laws apply, and by landing finally in New York there are the American laws to be complied with.

"No company is more anxious to see absolute safety assured to all passengers than is the North German Lloyd. This company has not only complied with the letter of the laws, but in every case has exceeded the legal requirements in providing for the safety of its passengers. Every feature which has been advanced, no matter by whom, has been carefully and painstakingly investigated, and, if found to have real worth, has been immediately adopted. This is true not only of the North German Lloyd, but of all other steamship lines.

"With the coming of the wireless telegraph, water-tight compartments, submarine signals, improved fire-fighting apparatus, and the other devices of the last ten years, the steamship companies have believed the margin of safety to be practically perfect.

"In the case of lifeboat and liferaft equipment, there is seldom a steamship arriving at or departing from New York City that carries its maximum number of passengers. When the season rush begins for Europe, in April, May, June, and July, the cabin accommodation is filled, but, during these months the steerages are practically deserted, for it is at this time that the outdoor construction work of the great companies is being carried on. The foreign labor element is then fully employed. This labor comes over from Europe in the early months of the year, when there is little or no cabin business.

"When the outward-bound steerage business increases late in the Fall, the cabin rush to Europe is over.

"Taking into consideration these facts the lifeboat and liferaft equipment had been considered by the American, German, French, and English Governments as ample. In most cases the steamship companies have even exceeded the rigid requirements of the various Governments, but if it is considered that even this is inadequate all companies would stop at no end to safeguard more fully their passengers as far as is practicable.

"Certainly the safety of human life is vastly of more importance than the settlement of sealing rights or of boundary disputes, which subjects were so skillfully handled at the Dutch capital.

"The Hague Tribunal is peculiarly fitted to deal with this situation. The interests of the various countries are so closely interwoven that it is hard to differentiate between their legal requirements. Thus could the Hague Tribunal formulate recommendations which would carefully cover every point now contained in the laws of the different countries.

"The steamship companies, I know, would gladly co-operate to the fullest extent in carrying out any idea or project which would make for greater safety at sea."

Shipping men, one and all, admitted yesterday that one sequel to the sinking of the Titanic would be reforms in regard to the boats and other life-saving devices upon the modern liners, which, until the sinking within a few short hours of the largest vessel in the world, were regarded, at least by the traveling public, as unsinkable.

This sentiment has already found expression in Washington and in England the same question is now receiving attention. The British Shipping act did not contemplate the coming of the 900-foot liner, and the Titanic, with her ten life boats on each side, carried more than the requirements of the British Board of Trade.

This scarcity of lifeboats was in the mind of the British lawmakers when just before the first trip of the Olympic a member of the House of Commons questioned Sydney Buxton, President of the Board of Trade, as to the number of lifeboats she carried.

"There is no criticism that can be attached to this Government as to conditions on the Titanic," said Henry M. Seeley, Supervisor of the Steamboat Inspection Service. "Under an international agreement we have to accept the certificates of the British Board of Trade. The requirements of this Government take in the increasing size and passenger carrying capacity of the transatlantic liner and after passing a certain point of tonnage extra boats are required for each 500 additional tons."

A list of the passenger-carrying ocean-going vessels flying the United States flag, and under the inspection district of which Capt. Seeley is the head, shows that coast-wise vessels and those going to Southern ports are in the main supplied with boats sufficient to carry both passengers and crew. In the case of the American liners, which are under the ownership of the International Mercantile Marine Company, which includes the White Star Line, the list shows that they do not carry enough boats for all who may be on board.

The steamship New York, for example, is certified to carry 1,595 passengers and crew and yet she carries only 15 boats and seven rafts, enough accommodations for only 876 persons. The same thing is true of the Philadelphia, which may carry 1,356 persons. Her fifteen boats and eight rafts could float only 946 persons. The steamships St. Louis and St. Paul are also lacking in life-saving accommodation.

This table shows the vessels, their tonnage, and their passenger and crew accommodation and their lifeboat capacity:

STEAMSHIP.	Gross Tons.	Passengers and Crew.	Boats	Rafts	Total Cubic Feet Capacity.
Advance	2,604	188	7	3	2,183
Alamo	2,942	124	5	2	1,439
Algonquin	2,832	235	9	4	2,610
Alliance	3,905	284	9	4	2,947
Ancon	9,609	261	9	0	2,708
Antilles	6,828	463	10	4	6,242
Arapahoe	4,145	380	11	3	3,725
Angler	409	722	7	2	1,489
Brazos	6,390	293	10	2	3,417
Brunswick	2,265	46	6	0	1,180
Carolina	5,017	360	9	4	3,700
Caracas	2,886	178	5	4	2,944
Carib	2,087	58	5	0	716
Chalmette	3,205	162	7	2	1,880
City of Atlanta	5,433	202	7	3	2,496
Coamo	4,384	317	9	4	3,492
Colon	5,667	315	9	3	4,030
Comal	2,934	126	5	2	1,532
Comanche	3,856	373	10	2	4,140
Comus	4,828	293	9	3	3,339
Concho	3,724	176	7	2	2,289
Cherokee	2,556	137	7	1	1,642
Creole	6,754	593	10	3	5,895
Cristobal	9,606	235	8	0	2,839
Denver	4,549	235	9	1	2,948
Esperanza	4,702	317	7	3	3,471
Hamilton	3,723	550	10	4	3,571
Havana	6,391	404	9	4	4,403
Huron	3,318	266	9	2	2,805
Iroquois	3,601	296	11	4	3,307
Jamestown	2,898	353	9	4	2,950
Lampasas	2,942	151	6	2	1,740
M. J. Rudolph	197	231	4	1	569
Maracaibo	1,771	124	6	2	1,403
Mohawk	4,623	406	11	4	3,736
Momus	6,878	583	9	4	6,254
Monterey	4,702	321	7	4	3,882
Mexico	6,207	375	7	3	4,135
Navahoe	1,879	42	3	0	585
New York	10,798	1,595	15	7	8,769
Morro Castle	6,004	353	7	2	3,840
Nueces	3,307	154	6	2	1,705
Panama	5,667	307	9	4	4,029
Philadelphia	10,786	1,356	15	8	9,486
Philadelphia (Red D)	2,520	162	8	1	2,003
Proteus	4,836	264	9	3	2,166
Rio Grande	2,556	116	7	3	1,338
S. L. Luckenbach	3,036	138	7	0	2,367
Sabine	3,328	113	7	0	1,344
St. Louis	11,629	1,625	15	8	9,621
St. Paul	11,629	1,596	15	8	9,621
San Jacinto	6,069	213	7	3	2,563
San Juan	3,503	145	5	2	1,676
San Marcos	2,839	79	5	1	1,211
Seguranca	4,033	233	8	3	2,597
Seminole	2,556	194	7	2	2,184
Seneca	2,729	53	6	2	1,624
Saratoga	1,691	428	7	5	4,771
Vigilancia	4,115	219	8	3	2,780
Zulia	1,713	138	6	2	1,677

Steamship men have been too prone to believe that safety devices were not needed upon the great transatlantic liners, and this idea has been expressed by more than one when it was learned that the Titanic, the last word in the shipbuilders' art, had gone to the bottom after a few hours following the collision with the berg.

"No one ever believed this could happen," said P. A. S. Franklin of the White Star line. "We believed her to be absolutely safe, and so did Lloyd's."

Luxury, instead of safety, was becoming more and more the rule, until palm gardens, tennis courts, and other features took up the deck space which could have been used better by lifeboats and rafts. These, with the addition of suites de luxe, with windows looking out upon the sea, have compressed the deck space, and all this must mean less room for boats. "Besides," as one man said some weeks before the Titanic accident, "lifeboats are so seldom used."

In the discussion as to the carrying of sufficient lifeboats men who have made a study of shipbuilding are still wondering what happened to the watertight bulkheads on the Titanic, the one precaution which was expected to make her unsinkable. These men are eagerly waiting the official report on the loss of the Titanic, for there is the possibility that its publication may result in changes in the construction of vessels now planned or in the building.

In the design of a ship the subdivision of the hull is a matter which receives the most careful consideration, and the construction of water-tight bulkheads is one which has not only received the most careful attention of marine architects, but is the subject of rigid regulation by the British Board of Trade. The greatest marine engineers of many countries have contributed to make possible the present system of making a vessel a series of water-tight compartments by the closing of doors in her hull. Shipping men have been confident of the efficiency of bulkheads, and so the public has come to look upon the unsinkable ship.

"You could cut the vessel in half, and both ends would not sink," was the boast of a skipper of one of the modern transatlantic liners not a month ago.

In the Cunard liner Mauretania, as was the case with the Titanic, her great hull was divided by twelve transverse bulkheads and intermediate wing bulkheads, fitted with side bunkers dividing them into spaces about forty feet long. There were 175 water-tight compartments.

At the forward end the main compartments were small, so as to minimize danger due to collision. The longest of the compartments was the forward boiler room, which was ninety feet, but, as the width of the Titanic was considerably reduced owing to the fining of the lines here, the area of the compartment was not so great as was suggested by its length. It was said that any two of the compartments could be flooded without materially affecting even the trim of the ship. The weak spot in the bulkhead system was the amidships section, where the engines were located. This weakness, it was thought, would be partly overcome by longitudinal bulkheads.

The coal bunkers were arranged alongside the boiler compartment, right fore and aft, and the main machinery space was divided into three compartments by longitudinal bulkheads, so that for nearly 350 feet the Titanic had an inner and outer skin, not only on the bottom but on the sides, sufficient, it was said, to prevent the effect of collision or grounding making a rupture in the inner plating.

Hydraulic power was generated by pumps in the main engine room, which were always in operation and maintained at all times water pressure. The pumps discharged into a system of pipes carried throughout the ship. These pipes extended to the forward boiler room bulkhead, and there was fitted a screw-down valve, the operation of which admitted pressure into a subsidiary pipe line, simultaneously closing all bulkhead doors.

The Captain or other officer liberated the valve handle by moving aside a clutch gear. The turning of pressure into the closing pipes caused the ringing of large gongs at each bulkhead door station.

The closing valve was so arranged that in the event of the doors having been closed from the bridge, the pressure was relieved in any one case in order that a man imprisoned within a water-tight compartment might release himself.

ABOUT THOSE ON THE TITANIC.

F. D. Millet Had Completed Sketches for Library Decorations.

Caroline and Lily Bonnell, whose names appear in the list of those rescued from the Titanic, come from Youngstown, Ohio. Their father is a member of the firm of Bown-Bonnell Mills and a stockholder in many of the important steel works in Youngstown. They were traveling with Col. and Mrs. George D. Wick, also of Youngstown. Their five-year-old brother was killed a few years ago by falling over a balcony in a New York hotel.

William Gwynn of Kingston, N. Y., was one of the three American postal clerks in charge of the mail. Mrs. Gwynn has two children, one 3 years old and the other 2 months. Mr. Gwynn had been in the postal service for about nineteen years, and had been assigned to sea duty for a number of years. He was a man of strong physique, and his family hope that he may have been detailed as an oarsman in one of the lifeboats. Mrs. Gwynn has a Summer home at Asbury Park, N. J.

Lillian Bentham, William J. Douton, Peter McCain, and Howard B. Case are residents of Rochester, N. Y. Stanley K. Fox, also of Rochester, is supposed to have sailed on the same steamer. The names of Miss Bentham and Mr. Case appear in the list of survivors.

Mr. and Mrs. William A. Lobb of Scranton, Penn., went to England a year ago to spend their honeymoon with relatives. They were returning third class, and their friends said yesterday they had not been sure they were on the vessel until the names of Mr. and Mrs. William Lobb appeared in the list of those rescued.

Albert A. Stewart was a resident of Gallipolis, Ohio. He was the New York representative of a Cincinnati firm of lithographers, and had been to France. He left his family in Europe.

Miss Jessie Mailetich of Youngstown, Ohio, was bringing Emil Nanestnik of Austria on a visit to his father at Youngstown.

According to a letter received at Wausau, Wis., yesterday, George Hart, who had been court reporter in that town for years and who was believed to have been lost, was not on board the steamer. The letter stated that his reservation had been canceled.

Frank D. Millet, the artist, whose name has not appeared in the list of survivors, had been engaged to paint the mural decorations for the new public library at New Bedford, Mass. He had notified the library committee that his sketches were complete and that he would come to New Bedford soon after the arrival of the Titanic.

Edward A. Kent was an architect of Buffalo, N. Y. He was a native of Bangor, Me., and a nephew of Gen. A. B. Parnham, of Bangor, and a brother of William Kent, a New York architect.

F. C. Goodwin, with his wife and six children, was on his way to Niagara Falls, N. Y., from England to take up his residence there. He and his family were to have sailed on the Philadelphia, but canceled their bookings in order to take the Titanic.

Reginald Hale was on his way to Auburn, N. Y., to resume his duties as custodian of the Home for the Friendless in that city.

The Rev. Stuart Collett, who has been reported as saved, is a son of the Rev. Thomas Collett of Port Byron, N. Y.

Miss Edith Dorris Reynolds, whose name does not appear in the list of survivors, was a sister of E. H. Reynolds, a theatrical manager of San Antonio, Texas. She was engaged to marry H. C. Jones, Secretary to the British Ambassador to China.

R. W. Smith, who has not been accounted for, was connected with a large tea importing firm of England. He was on his annual trip to the United States.

Augustus Smith of Newark, N. J., is said to have been on board the Titanic, although his name does not appear in the passenger list. He has been in Europe for about a year, visiting his sister in Paris.

A. T. Compton, who was with his mother, Mrs. A. T. Compton, and his sister, Miss S. W. Harris, was a large stockholder in the Laurel House, Lakewood, N. J., and one of the chief owners of the Waumbek Hotel, Jefferson, N. H.

The Hull Botsford whose name appears on the passenger list is supposed to be W. Hull Botsford of Orange, N. J., who has been touring Europe. He graduated from Cornell and was connected with the engineering department of the Lackawanna Railroad. He once held the National Y. M. C. A. championship for lightweight wrestling.

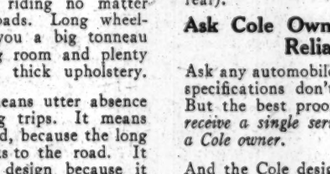
"Harry Anderson," whose name is at the head of the list of the first class passengers, is thought to be A. T. Harry Anderson of 132 Morningside Place, Yonkers. He was foreman in the machine shop of D. Saunders & Son. He and his wife went abroad about Feb. 1, and a recent letter from him, mailed in Copenhagen, said that he would return to America at once, but that his wife would remain in Denmark.

Judge Charles L. Long of Springfield, Mass., whose son, Milton C. Long, is among the missing, was so prostrated yesterday that he was unable to hold court, and an Associate Justice was assigned.

Mrs. Irene C. Corbett was a daughter of Bishop Levi A. Colvin of Provo, Utah. Her name does not appear among the survivors.

The Rev. R. J. Bateman of Jacksonville, Fla., went abroad to visit the grave of his mother. His son, Ernest Bateman, lives in Baltimore. The Rev. Mr. Bateman had been manager of the Southern Rescue Home at Jacksonville, for several years, under the patronage of Mayor Sebring of Baltimore.

Are you going to buy a Motor Car? Then look at the Wheelbase.



Wheelbase in a motor car—the distance between front and rear axles—is often overlooked. Almost every buyer investigates the power, the beauty, and the reliability of a car. But he rarely pays much attention to the wheelbase. Still, the wheelbase has more to do with his personal comfort than any other feature of an automobile.

In a car with a short wheelbase, the rear seat is swung out behind the rear axle. This means jolting whenever the road is rough. In addition, passengers are usually cramped in a small tonneau—more discomfort.

Long Wheelbase means easy riding

In a *long* wheelbase car, however, the rear seat is in *front* of the rear axle—result, easy riding no matter how rough the roads. Long wheelbase also gives you a big tonneau with plenty of leg room and plenty of room for soft, thick upholstery.

Long wheelbase means utter absence of fatigue on long trips. It means safety at high speed, because the long wheelbase car sticks to the road. It means beauty of design because it permits of long, low, rakish lines.

The Cole wheelbase is 122 inches—122 inches of solid comfort.

You start and light the Cole from the seat

But a long wheelbase is not all the Cole offers you. The Cole has a simple and reliable self-starter. All you have to do is pull a handle in front of your seat and off you go. The Cole has the well-known Ward Leonard Dynamo Electric Lighting System. All you have to do is touch a switch in front of your seat and you light headlights, sidelights, and tail lights—any or all just as you prefer.

Beauty, Power, and Reliability go with every Cole

More than this—the Cole offers you in full measure those three qualities that every motor-wise buyer insists upon—beauty, power, and reliability.

As for the beauty of the Cole, all we ask is that you come to our showroom and see for yourself. As for the power, the long stroke motor (4½x5¾) develops 47 horse-power by actual brake test.

As for reliability, just consider a few of the specifications: Unit-power plant, (prevents faulty alignment and consequent loss of power); 3-point suspension (eliminates all motor strains); enclosed valves; Bosch dual ignition; Timken axles, front and rear (full floating rear).

Ask Cole Owners about Cole Reliability

Ask any automobile engineer if such specifications don't insure reliability. But the best proof is, *we have yet to receive a single serious complaint from a Cole owner.*

And the Cole design is so simple that the big Cole touring car fully equipped with top and windshield, and with tanks filled, *weighs less than* 3,400 *pounds.*

Another thing—back of every Cole is Colt-Stratton service. Ask any Cole owner what that means.

The Cole is made in 7 models, all on one chassis. Price $1,885.

Can't you find time to look at them today?

COLT-STRATTON COMPANY
2,000 Broadway, at 58th Street
Phone 6000 Columbus
BROOKLYN: Bishop, McCormick & Bishop
NEWARK: The Wallace Motor Car Co.

COLE

$1,885. *Dynamo Lighting Self-Starting*

Diamond TIRES

THOUGH there are more Diamond Tires sold than any other single brand, your tire repair man will tell you that he repairs *fewer* Diamonds than any other tire.

He'll tell you too that a patch *will* stick on a Diamond Tire, that a cut or smash that would ruin any other tire *can* be repaired in a Diamond.

No tire is accident proof. The tire that is easiest and cheapest to repair is the best tire to buy—especially when it also gives you the Greatest Mileage as the Diamond Tire does.

AT YOUR DEALER'S OR
The Diamond Store
1876 Broadway, New York

The Diamond Rubber Co
AKRON, O.
We could Build them Cheaper *But We Won't!*
We would Build them Better *But We Can't!*

USED CARS FOR SALE.

Greatest Tire Sale in Years
ALL OF OUR TIRES
of all the best makes,
Including the Recent Shipment of all sizes,
WILL NOW BE SOLD
Regardless of Cost
We have RENTED our Broadway store and must VACATE by May 1st.
And it is our intention to
CLOSE OUT OUR ENTIRE STOCK!
Buy Your Season's Supply Now
Present Low Prices will not occur again.
Dealers in Quantity Lots
Invited to call and make offers.
Jandorf Automobile Co.
TIRE AND BODY DEPARTMENT,
1761 Broadway Between 56th-57th Sts.

Stoddard-Dayton REMADE CARS
$800 to $2,000.
Our 1909 and 1910 Cars—remodeled at our factory, in Dayton, Ohio, are in every sense of the word 1912 Cars—It therefore enables a prospective buyer to purchase a high-grade Car at the same price as a cheap new one. They are guaranteed. Used Car Dept.
225 W. 57th St., near Broadway.

CORREJA
The Correja motor cars are sold principally through their reputation and good qualities displayed by the car itself. It is appreciated wherever it goes. At the end of each season we have a number of cars which we have taken in exchange for new or larger models. We have on hand at present Runabouts and Four-Passenger Touring cars that have just as many miles in them as new cars. Once use a Correja you will continue its use, and buy no other make.
VAN DEWATER & CO., LTD.,
250 West 54th St.
Factory—Elizabeth, N. J.

THE RECOGNIZED
"HOUSE OF BARGAINS"
AUTOMOBILES—1910, 1911, & 1912 Models. Large stock, all standard makes and all guaranteed to be exactly as represented. See us before deciding.
TIRES at 50% SAVING to Consumer. All new fresh goods, all sizes and types. Send for our "TIRE PRICE WRECKER."
WINDSHIELDS, $15, regularly sold at $50.
TOPS, Brand New, $15 and $25.
BODIES, Touring and Toy Tonneau, $75 up.
MOTORS, 4 cylinders, at ¼ of cost.
ELECTRIC HORNS, RUMBLE SEATS, BUMPERS, PUMPS, ETC., all at sacrifice.
TIMES SQ. AUTOMOBILE CO.,
1,710-18 B'way. 'Phone 7366 Col.

1,000 Auto Bodies—Great Sale.
Brand New and of the Best Makers, in every style, ready for your chassis,
At ½ of Others' Prices.
Also an elegant stock of
350 Second-Hand Bodies.
Offers Wanted on Same, and Exchanges Made.
Only House with City Factory.
Mechanical Jobs, Trimming, Painting, at Lowest Prices.
JANDORF AUTOMOBILE CO.,
Body and Tire Department,
Bet. 56th-57th,
1761 Broadway One flight up.

Renewed Peerless Cars.
No car better at any price.
All are overhauled and repainted, and carry the New Car Guarantee; all models on exhibition; ready for delivery at very attractive prices.
Peerless Motor Car Co. of N. Y.,
1,760 Broadway, N. Y. City.
Brooklyn Branch, 1,384 Bedford Av.
Newark Branch, 37 William St.

THE OPPORTUNITY OF A LIFETIME
Greatest bargain ever known. Stearns Touring Car, 7 passenger, 60 h. p.; Fiat Roadster, 4 passenger, 45 h. p.; Darracq Touring Car, 7 passenger, 40 h. p.; Palmer & Singer Roadster, 4 passenger, 60 h. p. These cars are among the best made and are fully guaranteed. Also one 4-passenger foredoor aluminum torpedo Body and one 5-passenger Body; same entirely new and will fit on any chassis; all makes of foreign and domestic cars overhauled at the most reasonable prices; all work guaranteed. Tel. 5644—Gramercy. CHARLES GRIFFITHS, 238 East 20th St.

AUTOS AT "AUCTION PRICES"
Largest Stock Genuine Bargains in Greater N. Y.
FOR CASH OR EASY PAYMENTS.
Prices $150 to $5,500.
"Square Deals." Demonstrations cheerfully given.
Pioneers in this line and acknowledged leaders.
JANDORF AUTOMOBILE CO.,
Successors to the "Broadway Auto Exchange."
New Address, 42-44 West 62d St.

PIERCE ARROW
Fine 36 H. P. 6-cylinder Runabout, seating 2, 3, or 4. Completely rebuilt, refinished, and guaranteed. $2,250. One 7-passenger 48 and a 5-passenger 36 are also ready now.
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New Jersey Dealers in Pierce-Arrow Cars.

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SOLD ON TIME PAYMENTS.
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1,764 Broadway. Demarest Bldg.
ON EXHIBITION. SACRIFICE PRICES.
Packards, Pierces, Chalmers, Simplex, Lancias, Renaults, Fiats, Amplex, National, Metallurgiques, Mercedes, Nagant, Loziers, S. G. Vs., Peerless, Stearns, Moon, Stevens, Palmer & Singer.
All our cars are in first-class condition.
SALESROOMS, BROADWAY & 57TH ST.

SPORTING EVENTS.
Opening, National League, Baseball Championship, Polo Grounds, To-day, 4 P. M., Giants vs. Brooklyn. Music 1 P. M.

Automobile Exchange
Advertisements in this column offer reliable bargains to buyers of used automobiles, auto tires and supplies.
Telephone 1000 Bryant.
Advertising rates per agate line: One insertion, 25c.; three insertions a week, including one on Sunday, 60c.; seven consecutive insertions, $1.05.

USED CARS FOR SALE.

USED AUTOMOBILES.
GREEN'S PURCHASING AGENCY,
COR. 48TH ST. AND BROADWAY.
SELF STARTING ATTACHMENT FREE.
By special arrangement with the manufacturer of the famous Self Starting Attachment we will equip free of charge to every car purchased this week this Self Starting device, so that every used car sold by us will be equal to a 1912 Model that either a woman or a child can operate. Each and every car fully guaranteed and demonstration cheerfully given.
EASY TERMS ARRANGED.
THIS WEEK'S SPECIALS ARE:

1910 Stearns roadster	$1,450
1910 Stearns touring car	1,250
Ford runabouts	175 to $300
Overland runabouts	300 up
Hupmobiles	275 to 375
Mitchell runabouts	250 to 350
New 1912 Krit	450
Buick, Model 10	350 to 450
Cadillac runabout	550
Maxwell touring cars	250 to 350
Buick touring cars	350 to 600
Chalmers 30 touring cars	550 to 750
Cadillac touring cars	850 to 850
Rainier touring cars	350
Peerless 5 and 7 passenger cars	450 to 600
Packard 30 touring car	650
Lozier 7 passenger touring car	550
Thomas landaulet	400
Maxwell landaulet	250
Mitchell landaulet	375
Atlas 2-ton truck	600

Before buying, exchanging or selling your car consult us. If impossible to call, write for list and tell us what you want to buy, exchange, or sell for cash. The largest and most reliable AUTO BROKERS in the world.
1,587-1,589 BROADWAY,
COR. 48TH ST., N. Y.

1911 Renault, Toy tonneau, 25-35.
1910 Renault Touring, 35-50.
1910 Amplex, 7-passenger, Fore Door.
1910 Fiat, 15-20, Town Car.
1910 Lakewood Lozier, 4-60.
1908 Pierce-Arrow, 6-60.
1910 Locomobile, 30 Shaft Drive.
1910 Stearns, 15-30, Fore Door.
These cars are equipped with Self-Starters.
MOTOR CAR EXCHANGE,
250 West 54th St. Tel. 4511—Col.

1910 "50" Simplex, overhauled and done up like new; run only 5,000 miles; seven-passenger body and top.
1907 "50" Simplex, overhauled and put in fine order at only $1,400 to make room; this is a good car at a great bargain.
J. M. QUINBY & CO.,
Newark, N. J.
Also 1,706 Broadway, New York.

Cole 1911 fore-door touring car; Cole 1911 torpedo toy tonneau; both in excellent condition; fully equipped; just overhauled and painted; easy terms if desired. Colt-Stratton Company, Broadway, at 68th St. Telephone 6,000 Columbus.

For Sale.—Fully equipped, good-paying garage; best location Essex County; concrete building, 54x300 feet, having agency for live car; stores 75 to 100 machines; price and terms reasonable. Economy Auto Supply Co., 268 Halsey St., Newark, N. J.

"BEST TEN."—Good, low-priced cars sold quickly; purchasers everywhere; reasonable selling charges; any car sold for 5 per cent. commission; fireproof building; no storage charges. Call, write, or telephone Rego Motor Co., 427 West 42d St. Bryant 2881.

Handsome, large, light showroom, space for three cars and office, in heart of Automobile Row of Newark, N. J., to reliable concern. Economy Auto Supply Co., 268 Halsey St., Newark, N. J. Phone 6840 Market.

American Traveller, 1911; condition perfect; complete equipment, including extra rims and tires; car has not been used since last July; was purchased last April, $2,000.
American Locomotive Company, 1886 Broadway.

Stearns 1910, 30-60, with a special four-passenger torpedo body; just overhauled in the Stearns shop. Has a complete equipment; $1,750.
American Locomotive Company, 1886 Broadway.

Simplex, 1910, 4-50, with a very handsome 7-passenger touring body; overhauled in the Simplex shop last Summer; has not been used since; $2,500.
American Locomotive Company, 1886 Broadway.

Winton 1910, racing runabout, with two extra detachable sets of wheels; $1,250.
American Locomotive Company, 1886 Broadway.

Alcos, 1909-10-11, four and six cylinders, open and closed bodies, overhauled, repainted and guaranteed.
American Locomotive Company, 1886 Broadway.

Packard, 1910, model 18, with a handsome limousine body; in excellent condition; $2,000.
American Locomotive Company, 1886 Broadway.

Pierce-Arrow, 1909, 6-60, with limousine and touring bodies; overhauled and completely equipped.
American Locomotive Company, 1886 Broadway.

For sale, 1911 Velie, 5-passenger touring car, fully equipped; 40 H. P.; nearly new; owner needs money. 100 Cumberland St., Brooklyn.

Peerless motor car, 1909, 7 passengers; recently overhauled; in first-class condition. Apply Gotham Garage, 102 West 40th St.

A fine Chalmers limousine, 1911, 30 h. p., slightly used; guaranteed. K. G. Darling, 208 West 50th St.

Welch 7-pass.; just the thing for livery work; $450. R. M. Owen Co., 1,750 Broadway.

Overland 1911, toy tonneau; fully equipped; $450. R. M. Owen Co., 1,750 Broadway.

Reo fore-door, slightly used; fully equipped; $600. Reo Co., 1,759 Broadway.

AUTOMOBILES FOR RENT.

Packards, open, closed, elegant 7-passengers, regular customers, $2.00-$4.50 hour; monthly, $200-$500; theatre, $4.00-$10.00. Murray Hill 91.

Beautiful, large, private appearing touring cars, $5.50 per hour; expert chauffeurs. Lamensdorf, Columbus 3580.

Packard touring, seven-passenger, day, week, month. Follot Auto Co., 254 West 54th. Columbus 3422.

AUTOMOBILES WANTED.

Wanted—Peerless or Packard; 30; roadster; late model; prime condition; give details and price; no dealers. Cash, Box C 240 Times Downtown.

AUTOMOBILE WANTED.
Spot cash for your automobile; any make. Green's Agency, Broadway and 48th St.

Will pay cash for small Pierce-Arrow car. L 97 Times.

AUTOMOBILE STORAGE.

STORAGE AND SUPPLIES REASONABLE.
PAUL'S FIREPROOF GARAGE,
165th St. and Jerome Av. Tel. 2948—Melrose.

Automobiles
Ready Reference for Buyers

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ALL MAKES Bought, Sold, and Exchanged. Times Sq. Auto Co., 1719 Broadway.
BENZ Auto Import Co. of America, 244-6-8 West 54th St., N. Y.
BOSCH MAGNETOS INSTALLED scientifically and reasonably. B. M. Co., 223 West 48th St.
BUICK Motor Co., B'way, bet. 55th & 56th St. 'Phone 4040 Columbus.
CADILLAC Cars, Parts, Repairs, Garage. Columbus Circle. Tel. 7709 Col.
EVERITT Self-starting cars. Shepherd Motor Car Co., B'way, near 51st St.
FIAT "THE MASTER CAR." Fiat Automobile Co., 1,770 Broadway. 'Phone 6445 Col.
KNOX Knox Automobile Company, 1946-1948 Broadway. 'Phone 4234 Col.
NATIONAL Poertner Motor Car Co. HERRESHOFF 1922 Broadway, (64th St.) 'Phone 8166-7 Col.

COMMERCIAL VEHICLES.
AUTOCAR. Autocar Sales Co., 435 West 19th St. Tel. Chelsea 6018.

AUTOMOBILE INSTRUCTION.
Founded on Honesty. STEWART AUTO SCHOOL, 233 WEST 54TH ST. DAY AND EVENING CLASSES. WRITE FOR BOOKLET. "PROSPERS ON MERIT"
WEST SIDE Y. M. C. A. individual road work. Small Shop Classes. Booklet, 302 West 57th St.

AUTOMOBILE SUPPLIES.
GWILLIAM CO., BEARINGS, ALL TYPES. 253 W. 58th St., Cor. B'way. Col. 8356.
HESS BRIGHT ALL SIZES IN STOCK. THE HESS BRIGHT CO., BALL BEARINGS, 1974 BROADWAY.

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"The Best Built Car in America"

"48" Six Cylinder, $4800 to $6250
"38" Little Six, $4200 to $5650
"30" Four Cylinder, $3500 to $4800

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PUBLISHED EVERY DAY IN THE YEAR BY THE NEW YORK TIMES COMPANY.

Adolph S. Ochs, Pres't & Tr. B. C. Franck, Sec'y. Address all communications

THE NEW YORK TIMES.

Publication Office.....Times Square
Downtown.....15 Beekman Street
Wall Street.....2 Rector Street
Harlem.....263 West 125th Street
Bronx.....149th St. and Bergen Av.
Brooklyn.....343 Fulton Street
Staten Island...8 Richmond Tce., St. George
Long Island City.....47 Vernon Avenue
Jersey City.....415 Fuller Building
Hoboken.....94 Hudson Street
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PARIS.....34 Rue du Sentier
BERLIN.....60 Friedrichstrasse

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DAILY AND SUNDAY, per Week.....$0.17
DAILY AND SUNDAY, per Month.....0.75
DAILY AND SUNDAY, per Year.....8.50
DAILY, per Week.....0.12
DAILY, per Month.....0.50
DAILY, per Year.....6.00
SUNDAY, with Pictorial Section and Review of Books, per Year.....2.50
THE NEW YORK TIMES BOOK REVIEW, per Year, (to Canada $1.50).....1.00
TIMES WEEKLY FINANCIAL REVIEW, per Year, (to Canada $1.50).....1.00
To Foreign Addresses—Daily and Sunday, $1.95 per month; Daily, $1.25 per month.
To Canadian Addresses—Daily only, 50c. per month; Daily and Sunday, 90c. per month.

Entered as second-class mail matter.

NEW YORK, THURSDAY, APRIL 18, 1912.

THE RESPONSIBILITY.

Safety upon the lines of Atlantic travel is not a question of lifeboats, be they few or many. The steamship companies contract to deliver their passengers at ports of destination, not to put them aboard lifeboats in mid-ocean, perhaps in a stormy sea where no boat could live. It is no longer a question of steamship construction. The Titanic was the latest and finest product of that art, stoutly built, stanch, perfectly seaworthy, and, save as to the defect of insufficient lifeboats, admirably equipped. But the stoutest ship ever built cannot withstand impact upon an iceberg when she is moving at full speed, or anything like full speed. Safety is to be found only in avoiding the ocean belt where icebergs are known to be afloat.

The Titanic did not avoid the region of icebergs. She steamed directly through it, and at a speed of which the rending and crushing of her frame and hull to an extent which sent her to the bottom in four hours is an all-sufficient and conclusive evidence. In behalf of her commander, ignorance cannot be pleaded. She struck the iceberg that destroyed her shortly after 10 o'clock on Sunday evening, the 14th. The Touraine of the French Line at midnight on April 10 encountered a great field of ice with the tops of bergs showing above the water. She was in wireless communication with the Titanic on the afternoon of Friday, April 12, and notified Capt. SMITH of the presence of ice. The German steamer Amerika sighted icebergs on Sunday, April 14, and informed the Titanic by a wireless message, giving her the latitude and longitude where they had been seen. The Hydrographic Office at Washington states that at the time the Amerika sighted the bergs she was about twelve and a half miles from the spot where the Titanic struck. It is fully established, therefore, that Capt. SMITH of the Titanic had been duly informed of the presence of icebergs in his course, that he was fully aware of the great danger he ran in pushing through the ice field at high speed. Nevertheless, this experienced commander took the risk, followed a course that involved the gravest peril for his ship and for the more than two thousand human beings it carried. He kept on his course, he maintained a speed which from the destructive effects of the collision we know must have been great, he sent his ship and 1,500 of his passengers and crew to the bottom of the sea.

It was not simply imprudent, it was not mere recklessness, it was criminal. It is hard to say it, but it is true that Capt. SMITH was guilty of a crime when he sent the Titanic at that speed along a course which he had been warned was in the highest degree dangerous. It was a crime committed under that incentive which prompts so many passenger-carrying companies on sea and land to take risks which the commonest prudence would make them avoid. The Titanic was making her first voyage. It was to the interest of her owners and of her commander that she make a quick voyage. She was a great ship and a swift one. A record passage, or something like a record, would have been a triumph for Captain and company. It would have had a direct money value. For that, and spurred on by the ambition to surpass rivals, the Titanic took, and even after warnings, pursued, the course that brought her to destruction.

The punishment is terrible. Capt. SMITH has paid with his life for his disregard of the dictates of ordinary prudence. The company suffers in the loss of its costly ship and in reputation, which is worth more than many ships. That we may now pass over. The lesson is that if the steamship companies will not of their own free will, out of regard for themselves and for the safety of their passengers, choose and follow ocean routes that keep their ships free from the ice fields, then they must be made to do so by law. The agreement reached in London on Tuesday, by which a more southerly route has been fixed, is proof conclusive that the companies themselves are aware that the risks of the northern route are too great to be taken. To that resolve they must be held by public opinion, and, if necessary, by an international agreement having the force of law. The southern route is longer. It is not of vital moment that passengers should reach London, or New York, or Paris a few hours or a day later or earlier. It is of vital moment that when they take passage for one of those capitals they should not end their voyage at the bottom of the Atlantic.

MR. GATTI-CASAZZA.

Mr. GATTI-CASAZZA sails from New York to-day to prepare for another season at the Metropolitan Opera House. He has deserved well of the opera-loving public of New York, and the season that he has just closed has been in many respects, from an artistic point of view, one of the most successful that the Metropolitan Opera House has ever had. The management of that institution has never presented performances of greater artistic merit, so far as concerns finish, care of preparation, and beauty of mounting, in all the details that must unite to produce a fine operatic ensemble.

Mr. GATTI-CASAZZA has set a higher standard in these things than has ever prevailed there before, and has kept to his standard. He has provided singers who have been able in large degree to satisfy the exacting taste of this public; and if in this respect there has not been complete satisfaction, it is because of circumstances not under the control of the operatic manager, who purveys and does not create voices. Under Mr. GATTI-CASAZZA'S direction, and with the wise support that his employers have given him, the Opera has been carried on under a policy and a theory of permanency that looks ahead, that involves an uninterrupted responsibility, a continuing organization and consequently a fuller co-operation and a greater efficiency of the whole institution.

How well, in a few years, he has fathomed the desires and needs of the New York public, the support of that public—greater than ever before—is the best evidence. If any feared that the Metropolitan was to be "Italianized" by the coming of an Italian director and an Italian conductor, their fears must be allayed by this time. Mr. GATTI-CASAZZA has shown wide artistic sympathies. There are few more perfect Wagnerites than he, and he has looked well after the interests of the German school. If he has not done all that some would like for the French, he should not be condemned till all the conditions he has had to cope with are known. As to his encouragement of American art and especially of American artists—of whom there has never been so large a number in the company before—the record of his season speaks unmistakably. Mr. GATTI-CASAZZA has earned the confidence of the musical public and has shown that the Metropolitan Opera House is in safe hands, being in his.

TURKISH-ITALIAN PEACE.

Can a basis be found for peace between Turkey and Italy which each of the Governments could accept with reasonable self-respect? It is not easy, but it is not impossible. The Powers, it is reported, have agreed to present to both Governments a note—not, however, a joint note—pointing out the great and general interests imperiled by the contest if it continues, and suggesting the possibility of an adjustment. The response will probably depend on the view of the situation which the various Powers may informally press on the attention of Italy and Turkey. If there is substantial harmony between the Powers neither Government is likely to prove wholly stubborn.

We publish in another column a communication from a gentleman who is peculiarly well informed in regard to the situation, and whose suggestions, though purely personal, have a certain authority. Briefly, these involve, first, the Italian occupation of the Tripolitaine as a vassal territory of Turkey for a fixed period; second, the payment of sums aggregating $50,000,000 by Italy to Turkey, and thereupon the complete possession by Italy of the territory. Auxiliary to this plan there is suggested the aid of the Powers in securing a loan for Turkey to meet deficits for the next few years, and to promote public works. The chief obstacle to this plan is the formal act of annexation passed by the Italian Parliament amid great enthusiasm. This was a direct appeal to national pride, and any retraction of it might prove dangerous, politically, for the Italian Government. But if ultimate possession of the coveted territory is secured, the decree of annexation may be treated as merely suspended. On the other hand, the sum paid to Turkey may well be looked on as a reasonable price for escape from the heavy cost of continued war. Large military expenditure would still be required, but it could be made gradual, and could probably be restricted to amounts which the excellent credit of Italy would make feasible.

On the Turkish side, the transaction would be distinctly profitable if it could be carried out without arousing popular passion. On this point, which is vital for the Young Turks, there is an element in the situation not mentioned by our correspondent. If the Sultan of Turkey, even though he ultimately parted with his suzerainty in the Tripolitaine, could be guaranteed in his authority as Kalif, as head of the Mohammedan religion, both the Turks at home and the Arabs in Africa would be likely to be content. It is in his office of Kalif that any loss of prestige affects the fanatical passions of the great mass of his subjects. To differentiate his two claims to authority is not, of course, easy, but it would be in harmony with the principle professed by the Young Turks in the beginning, and should not prove unpracticable. Indeed, the Arabs of North Africa themselves had a good working notion of the difference. Before the Italians came, the tribes, while revering the Sultan as Kalif, hated the Turks as rulers, and with good reason. If the "face" of the Government of Turkey can be saved and an agreement reached which will not stir the Mohammedans to revolt, the loss of Tripoli would in reality be a gain to Turkey. As we have said, much depends on the ability of the European Powers to act in substantial concert.

THE THIRD ATTEMPT TO FREE THAW.

There was published on Tuesday morning the news of a third attempt to deliver from Matteawan H. K. THAW, the slayer of STANFORD WHITE, and to set him free upon the community. Mr. CLARENCE J. SHEARN, attorney for the mother of THAW, has procured from Supreme Court Justice LUKE D. STAPLETON in Brooklyn a writ of habeas corpus. The writ is returnable before that Judge to-morrow.

Indicted for murder and acquitted on the ground of insanity, THAW was committed in February, 1908, to the Matteawan Hospital for the Criminal Insane. The law provides in such cases that the prisoner shall remain in the hospital "until he becomes sane." There have been two judicial inquiries into the sanity of THAW, one before Justice MORSCHAUSER in October, 1908, and one before Justice MILLS. On both occasions he was declared to be still insane and his commitment to Matteawan was confirmed. It has been, and is, the opinion of alienists of the highest authority that THAW suffers from an incurable form of insanity, and that if set free his homicidal propensity would again manifest itself in the attempt to take the life of a human being. Two of the alienists who now declare THAW to be sane, and upon whose opinion the present application is in part based, have appeared in this matter before. One of them was a paid expert for the defense at the first trial and testified that THAW was sane. Another testified at one of the habeas corpus proceedings that he was then sane.

There are some circumstances attending this third application of which the public will be interested to take note. In the regular order the Superintendent of the Matteawan Hospital would call upon the Attorney General of the State to appear before Justice STAPLETON to-morrow and oppose the granting of the writ. It is understood that the present recently appointed Superintendent of Matteawan believes THAW to be sane. Attorney General CARMODY, as is well known, has had intimate political and professional relations with the attorney who makes this application. It rests with him to take charge of an exceedingly complex and important case with which he is unfamiliar; to call to his assistance or to refrain from so calling counsel entirely familiar with the case; to summon or not to summon expert alienists who have long studied the mental condition of THAW and are competent to pass upon it. The public interest and safety require that there should be a perfectly clear demonstration of the sanity of THAW, who has already taken the life of one human being, before he is set free, possibly to take the lives of others.

It is well known that THAW and his family have a large fortune which has been freely drawn upon, first to secure his acquittal, afterward, repeatedly, to procure his delivery from Matteawan. In publishing the account of the latest attempt to set THAW free our neighbor The World makes this estimate of these expenditures:

> It was estimated in August, 1909, that THAW'S mother had then spent $800,000 toward obtaining his release. Since then her purse has constantly been open to him and the employment of the high-priced alienists, and the present proceedings will, it is estimated, foot the total sum up close to $1,000,000.

ICE AT SEA.

Government marine officers yesterday expressed the opinion that the berg which wrecked the Titanic was four hundred feet high and from one-quarter to one-half mile long. The gentlemen clearly had not seen the berg, and no more had the other expert who declared that the collision was so destructive because it was "sea ice," which possesses a more substantial structure than land ice. The danger is bad enough without evolving added terrors from inner consciousness. There is a paleocrystic ice which does not melt in Summer, or perhaps from age to age, and which might be granite from the accounts of the visitors to the poles. But this is not the ice which floats in the path of the ocean liners. That is land ice, products of glaciers, blue and brittle at its birth, but sodden and dirty with its ocean experiences and the accumulation of débris as the mass melts away. The dimensions may be anything you like, and manifestly it is probable that the mass which vanquished the Titanic's enormous strength was of no mean proportions.

But this only makes the wonder greater that the Titanic did not detect it with the many appliances at the command of officers of such ships. It is not such a simple matter as might appear to those who think that the chill of such a thing ought to be felt by the skin. The breeze may be blowing toward the berg instead of from it, and the temperature may even be such as to cause the impression of softening weather rather than of floating ice. Human senses are dull in comparison with the instruments science supplies for this use. It is the temperature of the water which warns of the berg. Half-hourly readings may not detect the danger which may loom up in a minute or two, for the speed of a mile in three minutes is not great. But the apparatus which is constantly submerged gives automatic record of temperature every moment, with warning when necessary, although not watched. Another reliance is the echo recorder, which gives back the sound of the whistle reflected from either the berg or fog. An even more obvious suggestion is that searchlights should be used. There are conditions when they would be useful, but they are not those which occur most readily to a landsman. Often the Captain who has this appliance at his command does not use it, preferring his natural senses. A searchlight will no more penetrate some fogs than a corkscrew will enter a brick. But the light which cannot penetrate can rise above or go around the obscuring mist. If the iceberg would watch for light, and would observe the rules of the road, its utility would be undeniable. A searchlight may be more useful in preventing collisions between steamships, because observant Captains may see each other's lights, and may calculate angles which will give a clue to courses which then may be kept from crossing. But the utility of searchlights against icebergs is more doubtful.

It would be a marvel greater than any other that the Titanic lacked these appliances or neglected them. Conjecture struggles in vain with the problem of the fact that the Titanic perished by the ice of which she had received wireless warning, and which she had passed on to others. It was the known rather than the unknown which sent her to her fate. The suggestion of an ice patrol is well meant, and can do no harm, but this case reveals that there was an ice patrol, and that it was efficient and failed.

TOPICS OF THE TIMES.

A Lecture on News and Rumor.

Justifiable as is the public indignation which has been aroused by some of the reports presented as news from and about the Titanic, no such feeling should be felt or expressed in regard to the publication of rumors, as such, when they possessed something of intrinsic plausibility—when, that is, they were not obviously the products of unscrupulous imagination.

A rumor—the fact that a rumor exists and is in circulation somewhere—is as much, and as legitimately, news as is any other fact, and its subsequent disproof is in itself no reason whatever for condemning its original publication. Of course rumor is not news of the best quality; it may be of any quality from fairly good to very bad, considered as the basis of opinion or belief. When honestly offered, however, no intelligent reader or hearer is deceived by rumors; he simply exercises his judgment in deciding upon their value, and then waits for confirmation or contradiction. Sometimes the one comes and sometimes the other, but far too often, when it is contradiction and not confirmation that arrives, people forget the more or less explicit warning that accompanied the printing of a rumor and think they remember as a statement as of fact what was in reality something entirely different. This in large measure explains the frequently heard assertions to the effect that "You can't believe anything the papers say." The people who make such assertions either select for their reading papers notable for reckless sensationalism and utter unreliability—there are a few such papers and the loud critics of journalistic accuracy know their names perfectly well—or else they lack the power to tell a rumor from an authenticated report from a trustworthy source, which for the intelligent and careful reader of a reputable paper is an easy task. Of course the best of papers makes an occasional mistake and it is occasionally deceived, but that is true also of the best of men and warrants contemptuous denunciation in the one case no more than in the other.

The pretended disbelief in anything "the papers" say is usually found in those who are readiest to trust any crazy yarn that happens to fit in with their own prejudices and assumptions. Other people know that, as regards the reputable section of the press, the wonder is, not that "the papers" are so often wrong, but that, in the circumstances of their production, they are almost invariably right.

Exultation Is Not in Order.

Even at a time when so much of public attention is concentrated on the loss of the Titanic, the fact that a woman, alone and depending wholly on her own strength, skill, and courage, has driven an aeroplane across the English Channel does not pass unnoticed.

Miss QUIMBY'S flight is recognized as a considerable achievement. Not so many months ago this same flight would have been, and indeed was, recorded as one of the most daring and in every way remarkable deeds ever performed by man. Since then, however, the passage has repeatedly been made by men, and now for them there is little or no glory in it. The aerial passage of the strait, for the male aviator, is now regarded as hardly anything more than proof of ordinary professional competency.

Hence should the feminists be somewhat cautious about exulting over Miss QUIMBY'S exploit. They should not call it a great achievement, lest by so doing they invite the dreadfully humiliating qualification, "great for a woman."

A thing done first is one thing; done for the seventh or eighth time it is quite different. Of course it still proves ability and capacity, but it doesn't prove equality.

Great Circle Perils and Profits.

A good many landsmen find it difficult to understand why there is such a strong preference among the managers of steamship lines, and consequently among the masters of their vessels, for a route across the Atlantic that seemingly bends northward between the points of departure and destination. This route takes them through the stormiest part of what used to be called the "Western Ocean," while one with a like deflection southward would cross waters appreciably calmer, comparatively free from fog and wholly free from any chance of meeting ice.

The explanation is that by the northern route there is a fairly close approximation to the navigator's ideal, which is "great circle sailing." His love of the "great circle"—of a line which, if sufficiently prolonged, would divide the earth into two equal parts—is due to the fact that such a line is the shortest that can be drawn or followed on a sphere between two points.

Now, that shortest line means shortening of the time of passage, something of which the public, except just after a great disaster, is extremely fond, and it means for the owners a saving of coal, smaller demands upon the kitchen, the possibility of making more frequent voyages, and half a hundred other economies, in the aggregate always considerable and sometimes constituting the difference between profit and loss in operating the line.

No Subject for the Inexperienced.

Far, far, is it from our wish or intention to hurt anybody's feelings, but we do wish to state, very, very gently, that one of the most difficult tasks a real poet, experienced and skilled in the practice of his art, could undertake would be to write an adequate and fitting poem on the loss of the Titanic. For any one else to attempt it is to invite inevitable failure, and failure of a kind that—well, of a kind that it would be unkind, in the circumstances, to characterize.

To be deeply and sincerely moved is one of the requisites for writing noble verse about a tragic episode in human history, but it is far from being the only requisite, and, with all respect for their emotions and intentions, we would suggest that those who have only a desire to express what they feel in regard to this calamitous event should do it otherwise than in verse. At least they should not try to get the verse printed, for by so doing they place upon the winnowers of metrical offerings the always painful duty to be cruelly kind.

Surely, surely, surely, a first effort to write poetry should not be on a subject that would test all the powers of long-tested genius.

CONVICTED CRIMINALS FREED.

Judge Mulqueen's Policy of Suspending Sentence Is Defended.

To the Editor of The New York Times:

In your editorial reference to the fact that Judge Mulqueen during 1911 suspended sentence in 125 cases, you say:

> The discretion lodged in Judges of the inferior courts to suspend sentences may be abused. Judge Mulqueen has suspended sentence in more cases than any of his associates. He declares that all but six or seven of the 125 criminals he set free are doing well, and that the records show it. Will the Judge make a transcript of the records and submit them to the Police Commissioner for his criticism?

The imputation involved in this statement is that Judge Mulqueen has been guilty of some intangible dereliction of duty, and that he should account for his actions to the Police Commissioner. Those who have observed the career of Judge Mulqueen since he has been on the bench recognize in him a judicial officer of high character and ability. He has been a strong believer in the principle of probation as applied to first offenders, believing that it is better to place them under surveillance and to give them an opportunity to reform than to thrust them into prison, thus placing upon them the ineradicable brand of criminality. Those who have had occasion to study the operation of the probation system confirm the opinion of Judge Mulqueen that a very large percentage of those who are committed to the charge of a probation officer redeem themselves and become law-abiding men and women. Doubtless there is a certain percentage of those with incurable criminal propensities. It would be, however, destructive of the entire system of probation if that fact should deter a conscientious Judge from applying a system which, in the large majority of cases, operates successfully.

You are in error when you refer to Judge Mulqueen as the Judge of an inferior court. The Court of General Sessions, of which he is a member, is a court of superior jurisdiction; in fact, having the same jurisdiction as the Supreme Court in criminal cases. Notwithstanding that fact, you ask Judge Mulqueen to make a transcript of the records of the cases in which he has suspended sentence and submit them to the Police Commissioner for his criticism! You might as well ask the Justices of the Supreme Court, or, for that matter, the Judges of the Court of Appeals, to submit to a police officer an account of their action in cases coming before them which involve the enforcement of the criminal law. This is but another form, and a very crude one at that, of the recall of decisions. The Justices of a Superior Court, who have taken the constitutional oath of office, are to make explanation as to their judicial acts, not to the public at large but to an inferior administrative officer? Is this not going rather too far? Where will this criticism of the judiciary end?

LOUIS MARSHALL.

New York, April 16, 1912.

Criticism of a Judge's acts and opinions is the privilege of any individual. It cannot take the form, crude or otherwise, of the "recall of decisions." To deny to the Police Commissioner or to the obscurest individual the right to criticise a judicial servant is to deny that he is a servant. Judge Mulqueen had already submitted one statement for the criticism of Commissioner Waldo. THE TIMES asked him merely to elucidate a portion of that statement for further criticism, wherein he says that all but six or seven of the 125 convicted criminals he freed during 1911—eighty-four of whom, according to the Commissioner, were robbers and burglars—"are living decently and honestly." This is a remarkable statement. If true, the cause of probation will suffer no more than the Judge's dignity by his submission to the Police Commissioner and to the public of the records which he cites.—[Editor THE TIMES.

Scouts for Ocean Liners.

To the Editor of The New York Times:

Does it not seem reasonable that 2,000 lives and tens of millions of dollars' worth of property should be adequately insured, not only in the conventional way, but also by a heavy policy of prevention? Admitting the necessity for the northerly course at high speed over dangerous ocean lanes, a rapid scout steamer traveling a mile or two in advance of the gigantic liner would serve as a guide capable of warning it against obstacles of any kind. The guiding boat would, of course, be comparatively small, and should remain in continuous communication through its wireless set with the liner, its set being guarded against disablement by an auxiliary storage battery system. The scout should also be furnished with high-power searchlights, and should report to the liner every few minutes. In this way even side collisions with bergs traveling at an angle to the course of both steamers could be avoided. The smaller vessel might also carry mail, light freight, certain skilled navigating officers, but no passengers. Surely this would be a profitable form of insurance as well as a humanitarian measure of the highest importance. ALFRED N. GOLDSMITH.

New York, April 16, 1912.

Accompanied Ships.

To the Editor of The New York Times:

Can you explain why it has not been the habit of ships to cross the Atlantic in companies of at least two, or why it would not be worth while? VIATOR

New York, April 16, 1912.

In a fog or storm at night ships voyaging in pairs might collide.—[Editor.

STEERS IS FOR GAYNOR.

Says He Will Support Mayor for Presidential Nomination.

Borough President Alfred E. Steers, who is to be a delegate to the Democratic National Convention from Brooklyn, came out yesterday for Mayor Gaynor for President and for more battleships. Mr. Steers said he thought the New York delegates would be for the Mayor in the convention, but he would not predict that Mr. Gaynor would be nominated.

"I understand," said he, "that Mayor Gaynor will receive a complimentary vote, anyhow."

The Borough President added that the Democratic Party should stand for a bigger navy, as the best means of preventing war.

TURCO-ITALIAN PEACE.

Plan Submitted for a Satisfactory Settlement of the War.

To the Editor of The New York Times:

As one deeply interested in the conflict between Turkey and Italy, I believe that this is the opportune moment to submit to the belligerents a plan equally honorable and practicable, with a view to bringing about the termination of the existing state of hostilities.

Any proposed plan that ignores the sensitive National and religious spirit of the Turkish people and its unavoidable effect upon the prestige and power of the party now in office on one hand, and the National sentiment, the international status and obligations of Italy on the other, would certainly not be considered as a reasonable and workable plan—that is, a proposed plan that ignores the fact that an unqualified surrender by Turkey of the Tripolitan sovereignty to Italy would unavoidably bring about a reaction in the Turkish Empire, the weakening, if not the demolition, of the rule of the Young Turkey Party and the demonstration of an anti-Christian passion and animosity throughout the Mohammedan world cannot with safety be considered or accepted by any Turkish Cabinet.

It should be stated with equal emphasis that a proposed plan that does not take into consideration the fact that Italy embarked in the present campaign with the immediate and direct knowledge of her allies, and the passive acquiescence of the Triple Entente, that her retreat from Tripoli would spell disaster and revolution at home, a severe blow to her National prestige and to the influence of her allies in the councils of Nations, would certainly be repugnant to the Italian National interests and spirit, and, as such, impossible of acceptance.

The essential features of the foregoing observations would suggest that the following is an expedient and workable plan, to wit:

An agreement to be entered into between Italy and Turkey, whereby Italy shall retain the occupation of Tripoli as a vassal territory of Turkey (such as Bosnia-Herzegovina were prior to Austrian annexation,) and pay to Turkey an annual tribute of $1,000,000, with the understanding that Italy, at the expiration of a definite period, say, three or five or ten years, shall have at her option the right and privilege to capitalize the amount of said annual tribute at a rate of interest of 4 per centum, and upon the payment of the said principal sum to Turkey—that is, $25,000,000—she (Italy) shall be free to declare the independence of the said territories from the suzerainty of the Sultan. Also Italy to pay to Turkey at the conclusion of this agreement the sum of $25,000,000, which amount added to the sum to follow at the expiration of the above stipulated period, would mean a total outlay of $50,000,000 by Italy for the eventual ownership of Tripoli. Furthermore, a promise by the Nations interested in the premises to aid Turkey to float a substantial loan to be appropriated for public works and improvements and to cover deficits in the National budgets for the next three or five years, would tend to placate the wounded Turkish National dignity.

The amount of $50,000,000 to constitute the price Italy should pay for the eventual ownership of Tripoli is based upon the total of the public debt of Turkey, which approximates $600,000,000. An apportionment based upon area would be unjust to Italy. An apportionment based upon population is a more equitable and practicable plan, under the circumstances; so one-half the sum of $50,000,000 represents the Tripolitan share of the Turkish public debt. The remaining one-half should be considered as compensatory damages to be paid by Italy to Turkey for acquiring title to 200,000 square miles of territory.

It is to be noted that this is the most critical period in the life of the constitutional government of Turkey. A movement or new problem, internal or external, that could be would be attributed to the weakness or incompetency of the constitutional government would be a weapon for reaction in the hands of the opponents of the constitution. The chief advantage of the foregoing plan is to be found in the fact that the Sultan shall hold title to Tripoli at present, and in the course of a few years the Turkish people would be reconciled to the real situation, and then the Government in power will be stronger to control and suppress any outbreak that may develop by reason of Italian annexation. In the meantime Italy shall have achieved her ambition substantially. INTERESTED.

New York, April 16, 1912.

CHINA'S FUTURE EMINENCE.

Patriotic Students in Japan Choose a Lofty Theme.

To the Editor of The New York Times:

We have long been well aware that the infant China's future eminence depends upon encouragement. To aim at this, we deem that nothing better than to solicit an alliance with the American people; at the present our country-fellows are all of one opinion, acknowledged that the present success of our Republic Government own a greater part of the umbrages which are the honourable country of America have the goodness shown to us—now, it makes all our people's mind constant brighten up—like the flowers of Spring, waiting for the coming bloom.

In view of these transportations, we are to be bolded enough to extend our hope for the welfare of both nations' advantage; by proposing an alliance between the two nations.

For this we sincerely by the nation of America to overlook our people's defects at the beginning, and have a touchable mind on our people to accomplish this. We feel sure that the Four Hundred million (400,000,000) souls of China for this particular service, its kindness shall ever engrave upon their memory that: the United States of America is the greatest benefactor of China, and the merits shall well repay by our people in the coming future.

We trust our opinion will meet both the East and West Republic Governments' view.

CHU KAM WING.
CHU SHING CHENK.

P. S.—We have sent copies to both authorities and the news-establishments throughout China. C. S. C.

Yokohama, 21st March, 1912.

The Law of the Sea.

To the Editor of The New York Times:

No man with the first instincts of manhood questions the law of the sea—women and children first. It is traditional. One splendid example is the sinking of the steamer Birkenhead. There were barely enough boats to accommodate the women and children. Four hundred British soldiers went down, standing firm in the ranks.

AUGUSTUS HENRY PAYNE.

New York, April 17, 1912.

THE FORWARD MOVEMENT.

A forward movement leading up to God,
A forward move to help your fellow man;
Come, gird your loins and with your feet truth shod
March steady on to do the best you can.

Awake to facts that round about you live,
The facts of need and doubt and wrong in power;
Awake and of your best most freely give
To bring once more to man his soul-bred dower.

Let manhood flow through heart and brain and soul,
The manhood of a freeborn being strong.
Reach forth a hand and press toward the goal
As leaders of a purpose building throng.

To-day is yours, each hour is fraught with light—
To-day the need is great. The means, the call—
All plead unceasingly for good-will's fight.
Come lift a banner in the cause of all.

JOHN M. DUNPHY.

DEDICATE SPLENDID POTTER TENEMENTS

Many Prominent Folk at Formal Opening of Great Cenotaph to Dead Bishop.

APARTMENTS SELDOM EMPTY

Housing for 200 Families Provided—Prelate's Spirituality Praised by Joseph S. Auerbach.

A company of men and women, many of them prominent in the social world of New York, drove or walked through the rain yesterday afternoon to the foot of East Seventy-eighth Street, where, in the assembly room of the Junior League House, ceremonies were held in dedication of the handsome block of model tenements across the street that were built "to the memory of Henry Codman Potter, Bishop of New York, in grateful recognition of his wisdom and courage and righteouness and service." Among the members of the late Bishop's family who were present were his son, Alonzo Potter; his sister-in-law, Mrs. Edward Potter, and his daughters, Mrs. William H. Hyde, Mrs. Charles H. Russell, and Miss Sarah Potter.

Before Bishop Potter's death he expressed the wish that his family and his friends erect no shaft to honor his memory, and so a number of them bought stock in the City and Suburban Homes Company, a semi-philanthropic organization, in order that these model tenements might be erected, to be known as the Bishop Henry Codman Potter Memorial Buildings. They were thrown open last Summer, and in the last six months the proportion of vacancies has been only 1 per cent. and the loss from bad debts less than one-third of 1 per cent.

Reaching the Real Poor.

The apartments are rented at a low figure, and in answer to the query raised yesterday as to whether their advantages are reaching the really poor the directors present gave a decided affirmative. The company owns the whole block of tenements, housing 1,041 families, and a recent canvass of those 338 families who have taken the apartments with baths showed that the average supporting wage was less then $16 a week.

The City and Suburban Homes Company, of which E. R. L. Gould is President and R. Fulton Cutting Chairman of the Board of Directors, is styled a "business philanthropy," and its steady yield of 4 per cent. on the $7,000,000 investment permits the erection of tenements of the best possible construction. The Bishop Potter buildings, which house 200 families, are rather more ornate than their fellows, and represent an investment of $350,000.

Many tributes were paid yesterday to the "sagacious prelate," and many anecdotes were told of the "aristocrat who practiced democracy." The speech of the afternoon was made by Joseph S. Auerbach, who is one of the Directors of the company. He rather thought the churches of New York the worse and their attendance of thinking men the less for lack of more men like Bishop Potter.

Dogma Confused with Belief.

"We hear nowadays a great deal," said Mr. Auerbach, "about the lack of attendance at religious services, which some clergymen are pleased to attribute to a change in the beliefs of men. Yet this is by no means the whole, even if it is in any sense the correct explanation. Men's minds have not changed about religion, though it is doubtless true that they have ceased to regard certain doubtful, debatable Scriptural incidents as a fundamental part of belief; but in all essential things the man of understanding more and more, as the mystery of life is borne in upon him, reverts to its religious interpretation. The trouble is that in our churches dogma is so frequently confused with belief, and the view seems to be entertained by many clergymen that, in order to be assured of interested listeners, things merely ethical, or which savor even of the sensational, must be discussed.

"Too often for the fervent preacher of by-gone days, with his quickening message, there is now the substitute of the prosaic lecturer upon very obvious themes, and the fires of aspiration are burning perilously low in many a sermon we hear in this generation. The pulpit in a very pronounced way has been transformed into the lecture platform, and one reason why the churches are not filled as of old with intellectual men and women is not because religious convictions have died out, but rather because the substance of what is heard from the preacher is no longer in the highest sense religious, and the method of presentation of even worthy ideas no longer persuasive. Forceful, graceful, and eloquent as was Bishop Potter in sustained argument, he understood the magic of the simple, illustration, or, the, soul-stirring phrase and of mere precision in speech, and even that the illumination of a word can be a revelation. Scarcely any sermon or address of his was not thus adorned.

"Can any one seriously believe that to-day the Protestant churches of New York would not be filled to overflowing and that we should need more rather than fewer churches if the pulpits were occupied by men even approximating his intellectual training and forceful speech?"

The Menacing Conditions.

Mr. Auerbach spoke of the menacing conditions that confront the country and of the strange political doctrines abroad in the land. He said:

"Only when we shall understand and appreciate the lives of such men as Henry C. Potter and Richard Watson Gilder and John Bigelow and Grover Cleveland and of all the class of which they are shining members—and of which Mr. Choate is first in honor among the inspiring survivals—shall we become entitled to the hope, if our hope shall have made a covenant with high resolve, that we can deal prudently and effectively with things of evil and dangerous import, and make of this country a land not only of material progress but of spiritual purpose and fulfillment."

And to show what manner of man Bishop Potter was, he told this anecdote in which he figured:

"Without explanation to any one he ceased drinking wine with his dinner. As it subsequently transpired, what had happened was that one night, when rector of Grace Church, he had received a visit from a clergyman of the Church of England, an Irish gentleman who had become a wreck from overdrink, to whom he made an appeal to reform. When the clergyman said he could not be temperate, Bishop Potter urged abstinence, and adding that he himself would not ask another to do what he was not willing to do, then and there entered into a compact not to indulge in wine so long as the clergyman did not.

"The clergyman recovered his lost ground in self-respect, and was sent by Bishop Potter, a reformed man, as a missionary to Bishop Hare in Niobrara, where he lived a useful life until shot through a cruel mistake by a friendly Indian. To still further emphasize the character of the act, no one, even in Bishop Potter's own family, ever knew the reason for this change of his custom until the clergyman died."

J. ERNEST STERN WEDS MISS STRAUSS

Daughter of Mr. and Mrs. Charles Strauss a Bride at Home—Honeymoon in Europe.

MARRIED AT HOTEL SAVOY

Miss Cherrie Beatrix Adelson Weds Herman A. Myers—Raphael-Hahlo Nuptials in Sherry Ballroom.

The marriage of Miss Edith C. Strauss, daughter of Mr. and Mrs. Charles Strauss, to J. Ernest Stern, son of Mr. and Mrs. Leopold Stern, took place at noon yesterday at the home of the bride's parents, 317 West Seventy-fifth Street.

The house was decorated with pink roses and Spring flowers, and the ceremony was performed in the drawing room by the Rev. Dr. Samuel Schulman under a bower of roses.

The bride wore a trailing gown of white satin trimmed with point lace and a veil of point lace, which was surmounted by a chaplet of orange blossoms. She carried a shower bouquet of lilies of the valley and white orchids. She wore a pearl necklace, the gift of the bridegroom's parents.

The Misses Florette Rothfeld and Nellie Zuckerman acted as bridesmaids. They wore gowns of white lace over pink satin, topped with large leghorn hats, and carried yellow roses.

Nathan J. Stern was his brother's best man, and the ushers were M. B. Stern and Milton Stendler.

A seated bridal breakfast was served after the ceremony to the immediate relatives. The dining room was decorated with Spring flowers. The wedding was a quiet one on account of the family being in mourning.

Mr. and Mrs. Stern are sailing to-day on the Moltke for a bridal trip to the Mediterranean.

MYERS-ADELSON WEDDING.

Miss Cherrie B. Adelson Married to Herman A. Myers by Rev. Dr. Mendes

Miss Cherrie Beatrix Adelson, daughter of Thomas Adelson of 614 West 114th Street, was married at 6:30 last evening at the Hotel Savoy to Herman A. Myers, formerly of Philadelphia. The Rev. Dr. De Sola Mendes officiated.

The bride was gowned in brocaded satin draped with chiffon and embroidered with pearls. Her lace veil is a family heirloom, and was held with a coronet of orange blossoms. A diamond pin, the gift of the bridegroom, was the only ornament she wore.

Her only attendant was her sister, Mrs. Benjamin Rinaldo, a recent bride, who wore her wedding dress of brocaded satin trimmed with crystal net. She carried pink roses.

E. A. Myers, a brother of the bridegroom, served as best man. There were no ushers.

Following the ceremony a dinner was held for the wedding party. Mr. and Mrs. Myers will spend some time motoring through the Berkshires, and upon their return will reside in this city.

MISS GLADYS HAHLO A BRIDE.

Daughter of Mr. and Mrs. Hugo Hahlo Married to Angus Raphael.

The marriage of Miss Gladys Hahlo, daughter of Mr. and Mrs. Hugo Hahlo, to Angus Raphael, took place at 4:30 yesterday afternoon in the small ballroom at Sherry's, which was decorated in Spring flowers. The ceremony was performed by the Rev. Dr. Joseph Silverman.

The bride wore a trailing gown of white satin trimmed with old point lace. Her veil of tulle and lace was caught up with a spray of orange blossoms. She carried a shower bouquet of lilies of the valley and lilacs.

Her only attendant was Miss Claire Raphael, who wore green chiffon over white satin and a black picture hat trimmed with yellow roses. Her flowers were yellow roses.

Jesse Ludwig acted as best man and the ushers were M. Swarthild, L. Wolfe, I. Auerbach, M. Hecht, H. Schwabach, H. Bettman, H. Beckstein, and E. Schiffer.

Immediately following the ceremony a reception was held for about 200 guests. The couple will live in this city upon their return from the South, where they are to spend their honeymoon.

BARTLETT—SCHNAKENBERG.

Miss Kate Schnakenberg Married to Edward E. Bartlett, Jr.

The wedding of Miss Kate Schnakenberg, daughter of Mr. and Mrs. Daniel Schnakenberg of New Brighton, S. I., to Edward Everett Bartlett, Jr., of this city took place at 4 o'clock yesterday afternoon in the Church of the Heavenly Rest. The Rev. Herbert Shipman officiated, assisted by the Rev. Duncan Brown of Christ Church, New Brighton.

The bride wore a white satin gown with a Court train, trimmed with point lace and orange blossoms. Her tulle veil fell from a Juliet cap, which was encircled with orange blossoms. She carried a bouquet of lilies of the valley and orchids, and her only ornament was a diamond brooch.

Miss Edith Davenport was the bride's only attendant. She wore a trailing gown of pale green and lace and a black velvet picture hat topped with black velvet ribbon and tulle. She carried white roses.

Irving Bartlett was best man for his brother. The ushers were Clayton Rich, John M. Bovey, Harold Perrine, and H. Ernest Schnakenberg, a brother of the bride.

A reception was held afterward at the St. Regis and a supper served for 200 guests. Later the couple left on their honeymoon, and will reside in this city upon their return.

MISS VAN DUSEN'S WEDDING.

Mr. and Mrs. S. C. Van Dusen's Daughter to Marry H. O. Kilbourne.

The wedding of Miss Helen H. Van Dusen, younger daughter of Mr. and Mrs. Samuel C. Van Dusen, and Horace Ogden Kilbourne, a son of Dr. Joseph A. Kilbourne and Mrs. Kilbourne of Hartford, Conn., will take place at 11 o'clock on May 15 in the Church of St. Ignatius Loyola, Park Avenue and Eighty-fourth Street. The Rev. Father Richards will officiate, and a wedding breakfast for the families and a few intimate friends will follow at the Van Dusen residence, 132 East Thirty-fifth Street.

Miss Van Dusen will have only one attendant, her sister, Mrs. Frederick Drummond Hogg of Ottawa.

Mr. Kilbourne, who is with the banking firm of Lee, Higginson & Co. of New York, a branch of the Boston firm of that name, will have his brother, Dr. Joseph Kilbourne of St. Vincent's Hospital, as his best man and his ushers will include three other brothers and Gilbert Kinney. After a brief bridal trip Mr. and Mrs. Kilbourne will live in Englewood, N. J., where they have taken a house.

WADDELL—WILSON.

The wedding of Miss Maud Wilson and Ralph H. Waddell, son of the Rev. Dr. and Mrs. John Waddell of 44 Morningside Avenue, this city, took place last evening in the First Reformed Church, Brooklyn. Dr. Waddell, assisted by the Rev. Dr. James M. Farrar, rector of the church, performed the ceremony. The bride, who is the daughter of Mr. and Mrs. John Wilson of Brooklyn, was attended by a matron of honor, Mrs. Stanley V. Keyes of New York; a maid of honor, Miss Irene McNeil, also of this city, and four bridesmaids, the Misses Lillian Korber, Laurette Culbert, Bess Brewer, and Irma Intrem. James Nugent was the best man, and the ushers were C. J. Stephenson, Ralph Weller, Ernest Tyler, Sidney Speden, and Royal James.

SOCIAL NOTES.

Mr. and Mrs. George Bywater Cluett of Troy, N. Y., and Palm Beach announce the engagement of their daughter, Miss Beatrice Cluett, to R. Clifford Black of Pelham Manor, son of Mrs. Robert C. Black. No date has been set for the wedding.

Mrs. French Vanderbilt arrived in town yesterday and will be at the Ritz-Carlton for several days.

Mr. and Mrs. George McNair will open their country house, Braeview, at Briarcliff Manor, on April 26.

Mr. and Mrs. Bryan Kennelly and Miss Marguerite Kennelly will open their place at Rye early in May.

Mr. and Mrs. August Heckscher have returned from a trip of several weeks to Jamaica, and are at their town house in Fifth Avenue.

Mrs. H. Victor Newcomb gave a bridge party yesterday afternoon at the Savoy.

A reception and dance will be given by the North Carolina Society at the Waldorf-Astoria to-morrow evening at 9 o'clock.

The wedding of Miss Dorothy Hayden and Alfred Macy will take place at 4 o'clock this afternoon in the Church of the Heavenly Rest, and will be followed by a small reception at the residence of the bride's parents, 121 West Fifty-fifth Street. There was a rehearsal of the wedding yesterday afternoon at the church.

Mr. and Mrs. John Greenough, who are in the West, will return to New York the first week in May.

There will be a second sale for the benefit of the Model Flats to-morrow afternoon at the residence of Mrs. John Greenough, 38 East Sixty-third Street. The Misses Catherine Burton, Margaret Greble, Gladys Endicott, Louise Munroe, and Beatrice Claflin presided yesterday at the tables.

Mrs. Leonard F. Nicoll of Windsor, N. Y., entertained a party at luncheon yesterday at the Hotel Manhattan, attending the circus afterward.

Mrs. Stuyvesant Fish is giving a large dinner to-night at her home in East Seventy-eighth Street for Mr. and Mrs. Bradley Martin.

Mr. and Mrs. J. Andrew Swan of Newport are at the Hotel Gotham for a short visit.

Mrs. I. C. Cabell gave a musical reception yesterday afternoon at the Barnard Club for Mrs. Charles Dudley Warner.

Count and Countess Castellani of Havana, Cuba, arrived at the Plaza last evening for an extended visit.

Miss Edith L. Schmidt, daughter of Mr. and Mrs. Maurice Schmidt of San Francisco, who has been spending the Winter with her aunt, Mrs. Jefferson Seligman, at 11 East Sixty-ninth Street, will be married this afternoon at 4:30 at Sherry's to Carl M. Forsch of this city.

AVOID BIG CHURCH WEDDING.

Miss Theilman and S. A. Williams Marry a Week Ahead of Date Set.

Miss Ellie Josephine de Chantel Theilman, daughter of Mrs. James Theilman and the late Mr. Theilman, was married yesterday afternoon at 2 o'clock at the Church of the Holy Name, Amsterdam Avenue and Ninety-sixth Street, to Sydney Alfred Williams, brother of Ross D. Williams, and Secretary to Public Service Comissioner J. Sergeant Cram. The Rt. Rev. Mgr. J. J. Kean officiated.

The date of their marriage had been set for April 24, but the couple decided on Sunday to have the ceremony performed to-day, to avoid the usual church ceremony with attendants and reception, and after the ceremony the bride telephoned her mother and other friends, and later gave an informal and impromptu luncheon at the Ritz-Carlton for her relatives and friends. About 1,000 invitations had been sent out for the wedding on April 24.

The bride's father was manager of Delmonico's old place at Twenty-sixth Street for many years, and at his death in October, 1909, left an estate valued at $500,000. Since his death Mrs. Theilman and her daughter have resided at the Waldorf-Astoria. The mother's wedding gift to her daughter was the house which she owned at 303 West Ninety-third Street, and an automobile. The couple will live in the house upon returning from their bridal trip, which will be made in the gift automobile. They plan to make an extended tour through the principal cities of this country after a short sojourn at Atlantic City.

Miss Gladys Austin of New Rochelle, and Ross D. Williams were the witnesses at the marriage. Among those at the luncheon were Charles V. Halley, Secretary of Public Service Commissioner Eustis, Fred O. Nelson, and R. Frank Thompson.

Mr. Williams is 26 years old, and his bride is 22. They have attended the Church of the Holy Name for a number of years, and Mrs. Williams was active in charity work there. She is a graduate of the Blessed Sacred Convent, and has made a trip around the world.

SISTERS WED IN MONTCLAIR.

Emelie and Adele Gordon the Brides of Double Wedding.

Special to The New York Times.

MONTCLAIR, N. J., April 17.—One of the prettiest nuptial events of the season in Montclair was the double wedding in St. James's Church at 3 o'clock this afternoon, when Miss Emelie Ogden Gordon and Miss Adele Ogden Gordon, daughters of Mr. and Mrs. Seton Gordon of 402 Upper Mountain Avenue, were married to E. Sydney Colman of New York and Henry M. Duys of Montclair, respectively.

The matron of honor for the Colman-Gordon wedding was the elder sister of both brides, Mrs. John B. Niven of Montclair. The bridesmaids were Miss Lorna Nilson of New York and Miss Gladys Jones of Toronto, Canada; the best man was thebrother-in-law of the brides, John B. Nevin, and the ushers were Robert N. Jackson and Alfred G. Kilmer of New York.

For the Duys-Gordon wedding the bridesmaids were Miss Mary Wilson of San Antonio, Texas, and Miss Marjorie Cameron of Montclair. The best man was Albert S. Bard of New York, and the ushers were Alfred Ogden of New York and Godfrey M. S. Taft of Montclair.

Following the ceremony there was a reception for relatives and friends at the home of the brides. Both young couples will go abroad, and upon their return will reside in Montclair.

ATKINSON—PATTERSON.

Mr. and Mrs. Albert W. Atkinson of Merchantville, N. J., announce the engagement of their daughter, Miss Cecelia Atkinson, to Ralph Duke Patterson of this city, son of Mr. and Mrs. Robert Thomas Patterson of Merchantville, N. J. No date has been set for the wedding.

HENRY BULL A SUICIDE.

Brother of the Late Dr. W. T. Bull Turns On the Gas

Special to The New York Times.

NEWPORT, R. I., Thursday, April 18.—Henry Bull, President of the Newport Gas Light Company was found dead in the harness room of his stables early this morning. He was sitting in a rocking chair. Two gas jets were turned on, the windows were stuffed with blankets, and a gas tube was in his mouth. He had been despondent of late.

A widow, a daughter and a son, Dr. W. Tillinghast Bull of New York, survive him.

Mr. Bull was the brother of the late Dr. William T. Bull and the late Congressman Melville Bull. Charles M. Bull of Brooklyn is his only surviving brother. Mr. Bull was 76 years of age.

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CYRANO DE BERGERAC AN OPERA NOVELTY

Walter Damrosch and W. J. Henderson's Work to be Produced at Metropolitan Next Season.

MR. GATTI-CASAZZA SAILING

New Artists Engaged Include Lucrezia Bori, a Light Soprano, and Frieda Hempel, Coloratura Soprano.

Before leaving America to-day on the George Washington, Mr. Gatti-Casazza, the general manager of the Metropolitan Opera Company, made his preliminary announcements for the coming season last night. They embraced many features of interest, but the main interest will be centered, it is believed, in the announced production of "Cyrano de Bergerac," music by Walter Damrosch, and book by W. J. Henderson.

"We shall give the work as early in the season as possible," said Mr. Gatti-Casazza yesterday, "probably in January. The leading part, a baritone role, will be sung by Mr. Amato. The other characters have not as yet been decided upon. The book is extremely well written, in English, of course, and follows Rostand's play closely. There are four acts. The battle scene and the convent scene are connected by an intermezzo. The play is so appealing and the music of such a delightfully melodious nature that I have the greatest hopes for its popular success."

It is known that Mr. Damrosch and Mr. Henderson have been at work on this opera, which is Mr. Damrosch's second attempt in this direction, for some time. So early as 1904, Mr. Henderson prepared the libretto, and Mr. Damrosch wrote the piano score. At that time, however, there seemed to be no chance of getting it produced, and the work was abandoned for a time. The role, Roxane, the precieuse, is written for a coloratura soprano and was originally written with Mme. Melba in mind.

Recently Mr. Damrosch entirely revised the work, and is at present engaged in orchestrating it, a task he has not yet completed. He has promised, however, to have the last note dry by the first of September. Mr. Hertz will conduct the opera and it is probable that Mr. Martin will sing the part of Christian. Perhaps Mme. Alda will sing Roxane, and perhaps Miss Farrar. The distribution is not settled upon as yet, beyond the principal part.

Final Scene is Changed

"In writing the work," said Mr. Henderson yesterday, "I was guided, of course, constantly by the Rostand text, which in parts I have paraphrased, but the phrasing is entirely my own and there are whole passages which do not occur at all in the play. The final scene is changed. Instead of a lapse of fourteen years after the battle scene, Cyrano is carried from the battle, wounded, to the convent garden where he dies. Two-thirds of the piece is written in rhyme. When it finally becomes tragic I have resorted to blank verse to give the change in effect.

"Besides Cyrano, Roxane, and Christian, there are two other important characters, that of the pastry cook, and that of de Guiche, a bass role. The role of the duenna is not of the first importance."

This opera was not entered in the American opera contest of which "Mona" won the prize for two reasons. In the first place, Walter Damrosch is not a native American, and in the second, the work was not yet completed.

W. J. Henderson is the music critic of the New York Sun, and a well-known writer on musical subjects. Walter Damrosch is the conductor of the Symphony Society. His previous opera, "The Scarlet Letter" was produced without success. He has also written a comic opera, "The Dove of Peace" with a libretto by Wallace Irwin which is announced for production next season, and a great number of songs.

The first novelty of next season at the Metropolitan will be "Boris Godounow," which was almost ready for production this year but protracted rehearsals of "Mona" postponed the premiere until next fall. It is possible that Debussy's two operas based on Edgar Allan Poe's tales, "La Chute de la Maison Usher," and "Le Diable dans le Beffroi," may be ready in which event they will be produced.

Revivals will be made of some of the following operas "Les Huguenots," with which it is possible the season will open; "The Magic Flute," Puccini's "Manon Lescaut," "Samson et Dalila," "Carmen," "Les Contes d'Hoffmann," Mozart's "Das Entfuhrung aus dem Serail," "The Masked Ball," "Norma," "Falstaff," "Der Freischutz," "Iris."

The New Artists.

The new artists engaged are Lucrezia Bori, a light soprano from the Scala in Milan; Frieda Hempel, the coloratura soprano from the Royal Opera in Berlin; Vera Curtis and Louise Cox, two American sopranos; Stella de Mette, and Lila Robeson, two American contraltos; Jacques Urlus, a German tenor, Paul Althouse, an American tenor, and Carl Braun, a bass from Vienna.

The following have been reengaged:

Sopranos—Frances Alda, Bella Alten, Anna Case, Emmy Destinn, Geraldine Farrar, Rita Fornia, Olive Fremstad, Johanna Gadski, Alice Nielsen, Bernice De Pasquali, Marie Rappold, Leonora Sparkes, Rosina Van Dych.

Mezzo-Sopranos—Mariska Aldrich, Emma Bornnigia, Louise Homer, Helen Mupleson, Jeanne Maubourg, Maria Duchene, Marie Mattfeld, Margarete Mutzenauer.

Tenors—Pietro Audisio, Angelo Bada, Julius Bayer, Carl Burrian, Enrico Caruso, Henrich Hensel, Carl Jörn, Riccardo Martin, Lambert Murphy, Albert Reiss, Leo Slezak.

Baritones—Pasquale Amato, Bernard Begue, Dinh Gilly, Otto Goritz, William Hinshaw, Antonio Scotti, Vincenzo Reshiglian, Hermann Weil.

Bassos—Paolo Ananian, Amado Didur, Putnam Griswold, Antonio Pini-Corsi, Marcel Reiner, Giulio Lossi, Leon Rothier, Basyl Ruysdael, Andrea De Segurola, Herbert Witherapoon.

Conductors—Alfred Hertz, Arturo Toscanini.

Assistant Conductors—Richard Hageman, Hans Morgenstern, Francesco Romei, Willy Tyroler.

Chorus Masters—Giulio Setti, Hans Steiner.

Technical Director—Edward Siedle.

Stage Managers—Anton Schertel, Jules Speck.

Assistant Stage Managers—Loomis H. Taylor, Lodovico Viviani.

Ballet Masters—Lodovico Saracco, Ottekar Bartik.

Premiere Danseuses—Lucia Fornaroli, Eva Swain (first graduate of the Metropolitan Opera House Ballet School.)

Mr. Gatti-Casazza will be accompanied on his departure to-day by his wife, Mme. Frances Alda. He made the following statement last night:

"The management of the Metropolitan Opera Company desires to express its grateful appreciation to the public of New York for its continuous and generous support during the season just closed and to assure its patrons that in the future it will do everything possible to justify and retain their confidence. The fact that the season has been accomplished in a manner the most satisfactory possible, is due to the co-operation of the entire personnel of the organization, great and small, who at all times have combined their energies with ability, loyalty and enthusiasm."

F. P. Clarke Gives Bachelor Dinner.

Frederick Breston Clarke, who is to marry Miss Leila Elizabeth Morris, daughter of Mr. and Mrs. Frederick P. Morris of Garden City, L. I., on Saturday afternoon in the Cathedral of the Incarnation at Garden City, gave his bachelor dinner last night at the Beaux Arts. His guests were George Turner, Andrew White Milligan, Clarence Agnew, William J. Brown, Kenneth Clarke, John Swan, Edward Hillary, and Charles Corwin.

UNVEIL PAUL JONES STATUE.

President and Gen. Porter Speak—Army and Navy Join in Ceremony.

WASHINGTON, April 17.—The statue of John Paul Jones, the first great Commander of the American Navy, molded by the sculptor to show him as he stood on the deck the Bon Homme Richard in her terrible fight with the Serapis off the coast of England more than 120 years ago, was unveiled here to-day with simple but impressive ceremonies.

President Taft and Gen. Horace Porter were the only speakers. George von L. Meyer, Secretary of the Navy, had the place as presiding officer, and to Admiral Dewey was assigned the task of pulling the cords that released the flags about the heroic figure. The U. S. S. Dolphin and May flower, anchored in the Potomac just west of the Washington Monument, fired the National salute of twenty-one guns as the Admiral raised his hand and tugged at the cords.

A touch of military pomp was added by both the army and navy. Practically all the available military force near Washington, more than 1,000 men, took part in the parade before the unveiling, and passed in review before President Taft afterward. In the naval column was included the entire brigade of midshipmen from Annapolis.

Charles H. Niehaus of New York designed the statue. A setting for the statue included a fountain, pylon, and approaches, the whole work costing $50,000. The memorial is located on the northwest shore of the Tital Basin in Potomac Park, at the foot of Seventeenth Street, not far from the White House.

DISASTER POSTPONES EVENTS

Society Plans Halt Because of the Titanic Tragedy.

Several social events have been postponed on account of the Titanic disaster. It was announced yesterday that the annual garden party which was to have taken place the latter part of May at Governors Island has been indefinitely postponed. This action, it was stated, was taken because of the death of Gen. Grant and the Titanic tragedy, many friends of the New York Branch of the Army Relief Society having been on board the liner. Mrs. Charles Francis Roe, President of the New York branch, made the announcement yesterday through the Secretary, Mrs. F. K. Clark.

The small dance which Mrs. J. Pierpont Morgan, Jr., was to have given on Tuesday evening for her débutante daughter, Miss Jane Morgan, was abandoned, Mrs. Morgan recalling the invitations that afternoon.

Mrs. Franklin Mott Warner, who resides at the Plaza, recalled her invitations to a dinner and a theatre party for last evening and to-night, respectively, owing to the Titanic disaster.

BALL PLAYER WINS MAYOR.

Boy Gets Baseball, Bat, and Glove as Gifts from Mr. Gaynor.

Mayor Gaynor talked baseball with Gustave D. Celles, 12 years old, of 53 Cannon Street for half an hour yesterday. Young Celles wrote to the Mayor that he was interested in baseball, but that he could not afford a bat, a ball, and a glove. The Mayor told him to call at the City Hall and he would see what could be done. When young Celles called Lieut. Kennell, the Mayor's police aid, and Secretary Robert Adamson, a fan, first put him through an examination before taking him before Mr. Gaynor.

"If a man was on second base and another on third, and both started to run for home, which man would you play for?" asked Lieut. Kennell.

"For the one running home," instantly replied Gustave.

"Supposing you were playing left or right field and there was a man on third base, with only one out, and the batter knocked a long foul fly. Would you let it drop or catch it?" inquired Secretary Adamson.

"I'd let it drop, because if I caught it the man on third would run home," came the reply.

"I guess you know the game, all right," said Mr. Adamson. "Now where did you get your training?"

Gustave said he had never seen a professional game, and that he received his diamond experience under the Manhattan approach to the Williamsburg Bridge.

When the Mayor had interviewed the young fan he commissioned Lieut. Kennell to purchase the three necessary articles for the lad, which was done.

"Come around again," were Secretary Adamson's parting words, "and I will see that you get a look at a real professional game."

P. O. CLERK HELD FOR THEFT.

His Brother, Once Convicted of Similar Offense, Attends Hearing.

Robert McLeod, a first-class postal clerk, was arraigned yesterday before Commissioner Shields on the charge of having stolen letters from the Custom House branch Post Office, where he was employed. Mail matter had been disappearing from this office for some time, and Inspectors Jacobs and James made up a test letter, inclosing four marked $1 bills, addressed to the Lyric Theatre. They allege that the marked bills were found on McLeod.

Before the Commissioner McLeod admitted taking the letter, and he was held in $2,500 bail for the Federal Grand Jury. He has been nearly six years in the postal service and enjoyed a salary of $1,100 a year.

The prisoner's brother, John S. McLeod, who was convicted of a similar offense at the Grand Central branch Post Office and served a term in Elmira Reformatory for it, was present at the hearing.

WOMAN'S THEATRE PLANNED.

Chicago Playhouse Will Be Owned and Operated by Women.

CHICAGO, April 17.—Mrs. Mary Moncure Parker is making plans for a woman's theatre for Chicago which will be owned and operated by women. Mrs. Parker is now negotiating for a playhouse in which to launch the project.

A woman will manage the new theatre, and, according to the plans, there will be a woman ticket seller, a woman stage manager, a woman press agent, women scene shifters, women ushers, and an orchestra composed of women.

The new theatre will cater to women, having daily matinées and providing tea and social rooms for patrons.

Buchanan Bric-a-Brac Sold.

The first lot of the William Buchanan collection of bric-à-brac was sold yesterday afternoon at the American Art Galleries, and Capt. J. R. De Lamar was one of the purchasers, paying $42.50 for a large Crown Derby jar. A pair of French vases mounted in brass, with panels showing figure scenes, "Teaching the Dog to Dance" and "Teaching the Cat to Sing," went to Kretcher for $84, and a thirty-nine-inch statue, "The Young Faggot Gatherer," by Prof. A. Cambi of Rome, went to Huber, Jr., for $85. Ginsberg & Levy paid $80 for a pair of large Canton vases with Dog Foo on the handles, Clairborne $70 for a pair of blue and white temple jars, and the Broadway Galleries $47.50 for an elaborate onyx pedestal.

THEATRICAL NOTES.

Winthrop Ames announced last night that the first season of the Little Theatre will end on Saturday, May 4, after the evening performance of "The Pigeon." During the last two weeks of the season there will be additional matinee performances of the comedy on Wednesdays. The Little Theatre will reopen early in October with "Snow White," for the matinee bill, and "Anatol," for the evening programme.

Ian Maclaren, who has been with George Arliss in "Disraeli" this season, was called upon to play the role of Boris in "The Garden of Allah" at the Century Theatre Tuesday evening, and will remain in the part for the rest of the week, owing to the indisposition of Lee Baker, who succeeded Lewis Waller in the role.

Flavia Arcano has been added to the company that is to appear with James T. Powers in "Two Little Brides" at the Casino Theatre next week. A part has been written into the play for her.

Valeska Suratt's "The Red Rose" company closed last week in Philadelphia, and Miss Suratt will soon re-enter vaudeville in a new sketch called "Cabaret a la Hammerstein."

Edward Abeles will make his first New York appearance in his new comedy, "Waiting at the Church," at Keith & Proctor's Fifth Avenue Theatre next week. The sketch is by Edgar Selwyn and William Collier, and is being produced under Mr. Collier's supervision.

WILLIAM F. HARRITY DEAD.

Won Fame as Manager of Grover Cleveland's Campaign in 1892.

PHILADELPHIA, April 17.—William F. Harrity, former Chairman of the Democratic National Committee and once powerful in National Democratic councils, died to-day at his home in Overbrook, a suburb, after an illness of a few days.

William F. Harrity was born Oct. 19, 1850, in Wilmington, Del. He was graduated from La Salle University in 1870 with the first honors of his class, and took up the practice of law in Philadelphia. For six years he was in the office of Lewis C. Cassidy, one of the most astute politicians of his time. It was during this apprenticeship that Mr. Harrity learned politics. In 1879 he went into partnership with James J. Gordon, their business connection lasting five years.

In 1882 he was made Chairman of the Democratic City Executive Committee of Philadelphia. He became a country-wide figure in that year, when he managed the campaign which resulted in the election of Robert E. Pattison as Governor of Pennsylvania, although he was opposed by the Quay ring, then in the height of its power.

In 1884 Mr. Harrity was elected a delegate at large to the Democratic National Convention at Chicago. In December, 1885, President Cleveland appointed him Postmaster at Philadelphia, where he served four years. In 1892 Mr. Harrity was made Chairman of the Democratic National Committee and led the Cleveland forces to victory over President Harrison. Since the advent of Bryan as the leader of the Democratic Party Mr. Harrity has no longer interested himself in politics.

Mr. Harrity organized the Equitable Trust Company of Philadelphia, and was for a number of years its President.

DR. FREER DIES IN MANILA.

Director of United States Scientific Bureau in Philippines.

MANILA, April 17. — Dr. Paul G. Freer, director of the United States Government Scientific Bureau in the Philippines, died to-day.

Dr. Paul Gasper Freer was born in Chicago on March 27, 1862. He was a graduate of Rush Medical College of Chicago and the University of Munich. In 1887 he was assistant to Dr. Perkins at Owens College, Manchester. He was an instructor in Tufts College from 1887 to 1889. At the University of Michigan he was Professor of General Chemistry from 1889 to 1903. He was appointed Superintendent of the Government Laboratories and served until 1905. Dr. Freer has been Director of the Bureau of Science at Manila, P. I., since 1905. He was elected Dean of the Philippine Island Medical School in 1906.

Dr. Freer was the editor of the Philippine Journal of Science. He was a member of the Deutsche Chemische Gesellschaft American Chemical Society, and several other medical societies. He was the author of "A General Inorganic Descriptive Chemistry" and "The Elements of Chemistry." Dr. Freer was mentioned in recent Washington dispatches as a possible successor of Dr. Wiley as chief of the Agricultural Department's Bureau of Chemistry.

Edward Wilson Van Benschoten.

Edward Wilson Van Benschoten, who was one of President Lincoln's pallbearers, died at his home, 409 West Thirtieth Street, on Monday afternoon. He was born in New York City in 1837, and was educated at the Irving Institute, at Tarrytown-on-the-Hudson. He married Miss Charlotte Lestrel in 1861. Mr. Van Benschoten enlisted in the Seventh New York Regiment at the outbreak of the civil war and went with that regiment to Washington. He was a personal friend of many of the prominent figurcs of that time. He belonged to Lafayette Post, 140, G. A. R.; to the Seventh Regiment Veterans, and the Seventh Regiment League Association. Mr. Van Benschoten leaves a wife and two sons.

Society Woman Dies Playing Bridge.

Special to The New York Times.

TRENTON, April 17.—Mrs. William A. Clark, wife of a prominent physician here, and well known in Trenton society, died suddenly this afternoon while playing bridge at the residence of Mrs. Francis Van Dyke of Lawrenceville. She had motored there with friends, and was apparently in her usual health.

Ex-Congressman George F. Huff Dead

WASHINGTON, April 18.—Ex-Congressman George Francis Huff, prominent Pennsylvania capitalist, died at his home here early to-day after a long illness, from a complication of diseases. He was born at Norristown, Pa., July 16, 1842.

Obituary Notes.

CHARLES R. SAUNDERS, for many years an Election Commissioner of Boston, died late Tuesday night at his home in that city, aged 48 years.

Capt. JOHN L. PURCELL, U. S. N., retired, died Tuesday of valvular trouble of the heart at the Naval Hospital in Philadelphia, aged 56 years. He was appointed to the Naval Academy in 1873 and at the time of the Samoa hurricane he was a young officer on board the Nipsic. During the Spanish-American War Capt. Purcell commanded the Osceola, and was promoted for conspicuous bravery at Manzanillo, Cuba. Later he commanded the receiving ship Lancaster at the Philadelphia Navy Yard. Capt. Purcell was retired in October, 1911, for physical disability.

CHARLES GRANVILLE MAY of 73 Longwood Avenue, Brookline, Mass., died Tuesday night at the home of his son at Bass Rocks, Gloucester, Mass. He was a prominent real estate man and donor of the valuable Egyptian antiques known as the May Collection at the Boston Museum of Fine Arts. He was 71 years of age and was educated in the Boston schools, later completing his studies abroad. Mr. May was a member of the New England Historical and Genealogical Society, the Bostonian Society, South Carolina Historical Society, and the Boston Art Club. His wife, a son, and two daughters survive him.

Col. ORLANDO J. HODGE, 85 years old, a veteran of the Mexican War, was stricken with apoplexy Tuesday night at the annual meeting of the Cleveland, Ohio, Chamber of Commerce. He is survived by a widow. Mr. Hodge was prominent as a merchant and divided his time between Cleveland and this city.

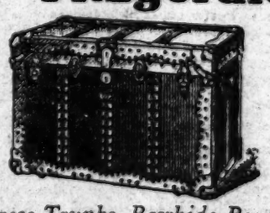
Mrs. HARRIET HEDDEN BOYCE, one of the founders of the Munn Avenue Presbyterian Church in East Orange, N. J., died Tuesday of general debility at her home in that city, aged 79 years. A daughter survives her.

AUGUSTUS H. ALLEN, 70 years of age, a retired lawyer, died on Wednesday at his residence, 206 Bedford Park Boulevard, Bronx, after an illness of a year. Mr. Allen was the son of Horatio P. Allen, one of the best known of old New York's lawyers, who started his practice in this city in 1833. As a member of the firm of Allen, Talmadge & Allen, Mr. Allen practiced law in this city from 1873 to two years ago, when he retired. Mr. Allen is survived by a wife, Meta C. Allen, and a son, Seymour I. Allen. He was a member of the Republican Club.

CHARLES H. HOWARD, Deputy of the Sixth Masonic District, died yesterday at his residence, Kelvin Hall, 181st Street and St. Nicholas Avenue. He was connected with the firm of S. W. Dodge & Co. Mr. Howard leaves a wife.

B. F. BOWER, former editor of The Cleveland News, died in Cleveland, Ohio, yesterday, of cancer. He had been connected with The Detroit Journal, The Detroit Post and Tribune, and The Cincinnati Tribune.

Crouch & Fitzgerald



Dress Trunks, Rawhide Bound Lightweight—Durable
Trunks, Bags & Cases
Shopping Bags
154 Fifth Avenue
N. W. Corner 30th Street
177 Broadway
Above Cortlandt Street
723 Sixth Avenue
Below 42d Street
Commercial Trunks

THE MacDOWELL CHORUS.

A Concert Given in Co-operation with the Mendelssohn Glee Club.

The MacDowell Chorus, under Mikurt Schindler's direction, felt called upon to give an extra concert besides the two which were expected to constitute its regular season's work, and this extra concert was given last evening in Carnegie Hall. Assistance was given by the Mendelssohn Glee Club, which sang some choruses composed for it by Edward MacDowell when he was the conductor of the club. Mr. Schindler's chorus sang a series of English madrigals of the seventeenth century, the golden age of English music, by Benet, Bateson, Farmer, and Morley, and a "round." These gay little choruses were admirably sung. There was other and more serious music—Hugo Wolf's arrangement for chorus of his solo ballad, "Der Feuerreiter," d'Indy's "Sur la Mer," songs by Charpentier, Paladilhe, Périlhou, and the "Epithalamium" poem, Chabrier's opera of "Gwendoline," given earlier in the season. Following MacDowell's male choruses was his eight-part barcarolle for mixed voices.

The MacDowell Chorus maintained, and more than maintained the reputation it has made for good singing—its freshness, buoyancy and energy, its excellence of attack, its volume, its clearness. Its male choirs are not quite equally balanced because of deficiency of tenors, but the tenors were by no means inaudible. Vincent d'Indy's chorus "Sur la Mer," with solo for soprano, sung by Mrs. Eleanor Cochran, was one of the most delightful numbers of the programme; music that is full of mood, full of striking effects of vocal color, rich in harmonization.

The Mendelssohn Glee Club aroused greater enthusiasm than the chorus. Its singing under the direction of Clarence Dickinson was of splendid vigor, balance, and precision; the voices are not numerous, but they are excellent in quality, and the chorus has been brought by training to a point of great finish. The part songs by MacDowell are by no means among the best of his compositions; in fact the musical ideas in them are spread pretty thin. The "War Song," which utilizes some rather cheap effects, aroused enthusiasm, and was repeated. The Barcarolle for eight part chorus is considerably richer in substance. Mr. Carl Dies played piano accompaniments for several of the compositions with great skill. Mr. Albert Quesnal sang a solo in Charpentier's "Chant du Muletier," and in the "Epithalamium" from "Gwendoline" the solos were sung by Mrs Idalia Ide and Messrs. Quesnal and Delamothe-Christin.

Marriage and death notices intended for insertion in The New York Times may be telephoned to 1000 Bryant.

Married.

KEELER—PLATT.—On Tuesday, April 16, 1912, at the residence of the bride's sister in Darien, Conn., by the Rev. William H. Owen, Jr., Marion Erskine, daughter of the late Isaac S. and M. Jenny Platt, to Dr. Charles Bradley Keeler of New Canaan, Conn.

WISE — NELSON. — On Wednesday evening, April 17, by the Rev. James M. Farrar, D. D., LL. D., Minnie F. Nelson to Theodore H. M. Wise.

STEIN—WALLACK.—April 16, Rita Wallack to Laurence B. Stein.

Brooklyn.

PETERKIN — O'BRIEN. — April 16, Margaret O'Brien to De Witt Peterkin.

RUECKEL—DEDEN.—April 17, Mary L. Deden to Frederick A. Rueckel.

SNYDER—BEHNING.—April 16, Elsie Behning to Sydney T. Snyder.

Newark.

SOHMER — GARRIGAN. — April 16, Elizabeth R. Garrigan to Frank A. Sohmer.

Died.

ALLEN.—On April 17, 1912, Augustus H. Allen. Funeral services at his late residence, 206 Bedford Park Boulevard, New York City, Friday, April 19, at 11 o'clock A. M. Carriages will be at the Bronx Park Station of the Third Avenue Elevated Railroad at 10:45 A. M. Please omit flowers.

ALLUM.—Suddenly, on April 17, at his home, 109 Henderson Av., New Brighton, S. I., Walter Edwin, eldest son of the late Edwyn and Mary Allum. London and China papers please copy. Notice of funeral hereafter.

BERGEN.—On Tuesday, April 16,

WILTSE PLAYS STAR GAME AT BOSTON

Pitches Effectively, Fields Superbly, and Helps Bat Giants to Victory.

THE SCORE.

Boston	0	0	0	0	0	0	0	1	0—1
New York	0	0	2	1	0	0	1	0	0—4

BOSTON.

	AB.	R.	H.	PO.	A.	E.
Sweeney, 2b	4	0	1	1	4	1
Campbell, cf	4	0	0	4	2	0
Miller, rf	4	0	0	1	1	0
Jackson, lf	4	0	0	0	0	0
Houser, 1b	4	0	1	11	0	0
Spratt, ss	4	0	1	2	2	3
McDonald, 3b	3	0	2	1	3	0
Kling, c	4	0	1	7	1	0
Brown, p	3	1	2	0	3	0
Totals	34	1	8	27	16	4

NEW YORK.

	AB.	R.	H.	PO.	A.	E.
Devore, lf	3	1	0	2	0	0
Doyle, 2b	3	0	0	4	4	0
Snodgrass, cf	4	0	0	1	0	0
Murray, rf	4	0	1	0	0	0
Merkle, 1b	3	1	1	12	0	0
Herzog, 3b	4	0	0	3	4	0
Shafer, ss	4	0	1	1	2	1
Meyers, c	4	2	2	4	1	0
Wiltse, p	4	0	2	0	4	1
Total	33	4	7	27	15	2

Two base hits—Houser, Merkle, Brown. Home run—Meyers. Sacrifice fly—Doyle. Double play—Campbell and Spratt. Left on bases—Boston, 6; New York, 5. First base on balls—Off Brown, 2. First base on errors—Boston, 1; New York, 4. Struck out—By Brown, 7; by Wiltse, 4. Wild pitches—Brown, Wiltse. Time of game—One hour and thirty-one minutes. Umpires—Messrs. Klem and Bush.

Special to The New York Times.

BOSTON, Mass., April 17.—Before a small crowd and in cold, blustery weather, the Giants won the third and final game of the Boston series, playing all around the local aggregation. The score was 4 to 1. Wiltse was never in better form, keeping hits scattered and fielding his position superbly. He captured four liners hot from the bat with his good right hand, and when it came to batting he shared the honors with Meyers, each making two hits. His support was gilt-edged, both infield and outfield working better than clockwork.

Manager Kling presented Buster Brown as his pitcher, and had this young man been properly supported by Sweeney and Spratt the Giants would have found it harder work to win. But these players were away off, the latter falling down three times in endeavoring to field batted balls.

Boston's only run was made by Brown in the eighth inning. He doubled, advanced on a sacrifice, and scored on a wild pitch.

New York would have begun scoring in the second inning had it not been for a sensational throw in by Campbell of Shafer's long fly which caught Murray at third. As it happened, however, all deficiencies were supplied in the third, when Meyers doubled and completed the circuit by aid of a dumb play by Boston, which also helped Devore to convert a base on balls into run No. 2.

Merkle doubled in the fourth inning, and came around on a sacrifice and on Shafer's single. In the seventh Meyers hit a ball which bounded off Houser and rolled toward Sweeney. The latter juggled it and the Chief was safe. A single by Wiltse and a muff by Spratt helped him around the circuit.

The really distinguishing work of the afternoon, outside of the pitchers, was Campbell. His running capture of Herzog's fly in the sixth inning aroused the crowd to enthusiasm, and even the Giants had to applaud. But the so-called Braves made a disappointing showing as a whole. The Giants appeared like champions.

CUBS IN A WRECK.

None Injured, However, but Game with Reds Was Called Off.

CINCINNATI, April 17.—Members of the Chicago National League baseball team, who were to play off a postponed game here to-day, were unable to reach the city in time for the contest. Because of a mishap to a Baltimore & Ohio Southwestern train near O'Fallon, Ill., last night the players were marooned in that town until an early hour this morning. The train was derailed, but none of the passengers was hurt.

The second string men and extra pitchers of the team left St. Louis last night also, but took an Illinois Central train for Chicago, thus escaping the mishap that overtook their teammates.

Cypress Hills vs. Far Rockaway.

At Dexter Park, Cypress Hills "L" station, Brooklyn, Sunday, the Cypress Hills Baseball Club will open the season by playing the Far Rockaway team. Bert Titus, who was formerly with Loughlin Lyceum, is now Captain of the Cypress Hills team, and has engaged the best players in Greater New York to represent the Green and White this season, among them being Tony Kriedler and Willie Poole, who will be the battery. The Far Rockaway Club has quite a strong team this season, and will be the best that ever represented the seashore town. The Emanons will, as usual, play the curtain raiser with some strong semi-pro club at 1:30 o'clock.

Harvard-Columbia Baseball.

For the first time in many seasons the Harvard and Columbia baseball teams will meet on the diamond to-morrow at 3:30 o'clock at South Field. Little is known of the strength of the Crimson team, but the work of the Columbia team in its last two games has impressed very favorably those who have followed the team. The possible return of "Al" Trick for the game to twirl for the Blue and White has led the Morningside supporters to believe that the odds are in favor of a victory for their nine, as the pitching department has been the weak spot in the team since the season opened.

Red Dooin Has Indigestion.

Charley Dooin, the manager of the Philadelphia team, which has been playing in Brooklyn, was taken suddenly ill Tuesday night, and it was feared that he had an attack of appendicitis. The physicians who examined the ball player stated that he was suffering from acute indigestion, and that his condition was not serious. Dooin will have to lay off a day or two until he full recovers.

Baltimore Releases Byers.

BALTIMORE, April 17.—Catcher "Bill" Byers was released unconditionally by the Baltimore International League Club to-day. Byers came here from St. Louis in 1904 and had been a member of the local team ever since. He is considering an offer from the Trenton Club of the Tri-State League.

First Baseman George Maisel and Pitcher Roy Schuyler were sold by Baltimore to the Harrisburg Club of the Tri-State League.

Fordham-Tufts Game Postponed.

The game scheduled for yesterday between the Fordham University nine and Tufts College was postponed because of rain until to-morrow afternoon, when it will be played at Fordham Field at 3:30 o'clock.

Manager Dahlen Punished.

President Lynch of the National League yesterday suspended Manager William Dahlen of the Brooklyn Club for three days because he had protested last Saturday's game over a decision by one of the umpires.

Princeton-Dartmouth Game To-day.

PRINCETON, N. J., April 17.—The Princeton-Dartmouth baseball game scheduled for to-day was postponed on account of rain. It will be played to-morrow.

"Ace" Stewart, Old Ball Player, Dead

TERRE HAUTE, Ind., April 17.—"Ace" Stewart, one time member of the Chicago National League Baseball Club and a native of Terre Haute, died here to-day, aged 48.

Southern League.

At Chattanooga—Memphis, 1; Chattanooga, 0.

At Montgomery—Montgomery, 4; New Orleans, 3. Montgomery, 2; New Orleans, 2, (seven innings; darkness.)

Other games postponed; rain.

BASEBALL

Yesterday's Results.

AMERICAN LEAGUE.

Washington at New York, rain.
Boston at Philadelphia, rain.
St. Louis at Cleveland, rain.
Detroit at Chicago, rain.

NATIONAL LEAGUE.

New York, 4; Boston, 1.
Philadelphia at Brooklyn, rain.

Standing of the Clubs.

AMERICAN LEAGUE.

	W.	L.	Pct.
Boston	4	1	.800
Philadelphia	3	1	.750
Cleveland	4	2	.667
Detroit	3	3	.500
Chicago	3	3	.500
Washington	2	2	.500
St. Louis	2	4	.333
New York	0	5	.000

NATIONAL LEAGUE.

	W.	L.	Pct.
Cincinnati	4	1	.800
St. Louis	4	1	.800
Philadelphia	3	2	.600
New York	3	3	.500
Boston	3	3	.500
Brooklyn	2	3	.400
Chicago	1	4	.200
Pittsburgh	1	4	.200

Where They Play To-day.

AMERICAN LEAGUE.

New York at Boston.
Philadelphia at Washington.
Cleveland at Detroit.
Chicago at St. Louis.

NATIONAL LEAGUE.

Brooklyn at New York.
Boston at Philadelphia.
Cincinnati at Chicago.
St. Louis at Pittsburgh.

INTERNATIONAL LEAGUE.

Toronto at Jersey City.
Buffalo at Newark.
Montreal at Baltimore.
Rochester at Providence.

NEW U. S. LEAGUE MANAGERS.

Four Former Major Leagues' Players to Direct Clubs in Young Organization

CHICAGO, April 17.—William C. Niesen, owner of the Chicago franchise in the new United States Baseball League, returned to-day from a league meeting held in Pittsburgh, and announced that the playing season will begin May 1, and that these managers for the eight clubs had been selected: Chicago, Bert Keeley; Cleveland, Jack O'Connor, formerly manager of the St. Louis Americans; Pittsburgh, "Deacon" Phillippi, formerly a Pittsburgh pitcher; Washington, George Brown, formerly with the New York National League Club; Richmond, E. C. Langraft; Cincinnati, Hugh McKennon; Reading, Leo Groom; New York, William Jordon.

Neisen explained that the United States League was not an "outlaw." He said that teams would be recruited from college and independent teams not in conflict with the National Commission.

Bucknell, 7; West Point, 1.

WEST POINT, N. Y., April 17.—After the rain stopped, which had been falling for about an hour, the Bucknell team defeated the Army to-day by a score of 7 runs to 1. It would have been a shut-out for Pitcher Hagan had it not been for the errors by O'Brien in the first inning. A base on balls to Whiteside and two errors by O'Brien produced the only run. Hagan had the cadets at his mercy, allowing only three hits, singles by Milburn and Navenport, and a double by Milburn, who took Davenport's place as catcher after he had injured his finger in the fourth inning. Score by innings:

	R.	H.	E.
Bucknell	2 0 0 1 2 0 0 0 2	7	0
West Point	1 0 0 0 0 0 0 0 0	1	3

Batteries—Bucknell: Hagan and Sturgis. West Point: Riley, Davenport, and Milburn. Umpire—Mr. J. F. Cullom.

At Mohegan Lake, N. Y.

	R.	H.	E.
Holbrook	0 0 3 0 0 0 2 0 2	7	1
Mohegan	0 0 2 0 1 0 0 0 1	4	6

Batteries—Cushman and Keck; Strong and Hayes.

Ridgewoods to Open Season.

The Ridgewoods will return to their old home, Wallace's Ridgewood Ground, Halsey Street and Wyckoff Avenue, Ridgewood, where they played several years ago, and tackle their old rivals, the Hobokens, next Sunday at 3:30 P. M. "Doc" Scanlon, the former Brooklyn twirler, will be pitted against Wilson on the firing line. Manager Hussey's team is composed of all new players, and he anticipates great results from them this season. Hohman will catch for the Ridgewoods, while Lee will be seen behind the bat for the Jerseyites. The Coopers and another light semi-professional team will play at 1:30 P. M.

McIntyre to Play Right Field.

CHICAGO, April 17.—Before leaving for St. Louis to-night Manager Callahan of the Chicago American League announced that Matty McIntyre, veteran outfielder, would replace Walter Mattick, a recruit, in right field. Mattick will be retained as utility outfielder.

Results of Exhibition Baseball.

At Ithaca, N. Y.—Cornell, 8; Niagara, 1.

At New Haven—Wesleyan vs. Yale; rain.

At Kent, Conn.—Kent School, 8; Searles School, 1.

At Lowell—Providence, 4; Lowell, 3.

At Ossining—Mount Pleasant Academy, 5; Tarrytown, 1.

At Morristown, N. J.—Pennington Seminary, 7; Morristown School, 3.

At Lexington, Va.—Washington and Lee, 25; Western Maryland, 0.

American Association.

All games postponed on account of rain.

Three-Cushion Billiard Victors.

Two games in the handicap three-cushion billiard tournament at the Knickerbocker Academy of Brooklyn were contested last night. In the first game Irving Ellis, handicapped at 31, was victorious over his opponent, Harry Millward, 80, by the score of 31 to 22 in sixty-two innings. Each man had a high run of 3. The second game resulted in a victory for the high marker, William Price, with a handicap of 32, against Ellis, with his same figure of 31, the score being 32 to 28 in sixty innings. The victor had a high tally of 4 and his opponent 3. To-night's game will bring together J. Huking, 37, and J. Cosgrove, 30.

Nelson Wins Over Marshall.

L. B. Nelson succeeded in his attempt to overcome a ten-point handicap in last night's game of the Harlem amateur handicap Class B 18.2 balkline billiard tournament at Paul's Riverside Academy, 125th Street and Seventh Avenue, and defeated Edward Marshall by the score of 110 to 90. Nelson was playing at 110 points, while Marshall had to make 100 points to win. The winner made his necessary tally in forty innings. Nelson made high runs of 18 and 11 and had an average of 2 30-40. Marshall's best efforts were runs of 12 and 14, with an average of 2 12-39.

Cornell Not on Chicago's Schedule.

CHICAGO, April 17.—Only "big eight" teams will engage in football games with the University of Chicago eleven next Fall, according to the announcement made by Coach A. A. Stagg. The team will play only seven games, and the approval of the Faculty has been given to strictly conference meets. A game with Cornell University was expected, but by the new arrangement this game will not be played. Indiana University will be the first to meet the midway squad.

Batterman's Indoor Games.

The indoor athletic season will come to a close on the evening of May 1, when the H. Batterman Company Mutual Aid Society and Company G of the Forty-seventh Regiment hold their annual carnival in the latter's armory. Without exception, this carnival should be the most interesting athletic event that has been presented in Brooklyn in many years, comprising, as it does, every form of competition in which the representatives of Uncle Sam, who will uphold the Stars and Stripes in Sweden next June, will compete. On the programme will be found gymnastics, wrestling, relay racing, obstacle racing, walking, and the May Day five-mile road race, which will start and finish in the armory. Entry blanks may be obtained from J. J. Fiegon, care of H. Batterman Company, Broadway, Brooklyn.

GIANTS START THEIR HOME SEASON TO-DAY

Polo Grounds Will Be Scene of Opening Battle With Brooklyn Club.

The New York Giants will open the home championship season at the Polo Grounds this afternoon with Brooklyn. There is much uncertainty about to-day's weather, the reports lending little encouragement for a fine day, by predicting rain and a drop in the temperature.

The game will begin at 4 o'clock. Reserved seats have been on sale for the game since Monday and there is every indication that with good weather the attendance will be large. All the reserved seats were not put on advance sale, many of them being held out for sale at the ticket windows at the park. In this way, the management believes that the speculating will be done away with.

The New York club has invited Mayor Gaynor to toss out the first ball to-day, but he is not sure yet whether or not he can attend. The Seventh Regiment Band will play stirring airs and the club's star pitcher, Mathewson, will be presented with an automobile.

The Giants have a score to settle with the Dodgers to-day. Dahlen's team took two out of three games in Brooklyn last week and McGraw's men are out to turn the tables in the present series. The Giants' manager believes that the bad weather in the South retarded the development of the team, but he thinks that it has at last reached its winning stride.

Only one-half the grand or upper tier seats were offered for the advance sale and the other half are to go on sale at the park to-day. The gates will be opened at 12 o'clock. The 15,000 seats in the lower tier will also be placed on sale at the grounds to-day, insuring 20,000 seats for people who have not bought their tickets in advance. In addition, there are also 13,000 open seats in the wooden stands. The entrance from the Speedway has been enlarged and the lower and upper tiers may be approached from the rear of the stadium.

The voting on the time of starting the games will begin at to-day's game and will continue during the Giants' present stay at home. There are twenty-seven entrances and these have been arranged so that those entering them may make their choice of time for starting the game, either 3:30 or 4 o'clock. The patron will pass through the turnstiles he prefers and his choice will thus be registered.

RUSHING BROOKLYN PARK.

Superbas Expected to Occupy New Grounds In Latter Part of August.

During a dinner tendered yesterday by President Charles Ebbetts of the Brooklyn Baseball Club to a number of New York and Brooklyn newspapermen it was announced that the contract for the steel structural work at the new Ebbetts Park in Brooklyn had been awarded to Post & McCoy of New York. It was also announced that the new field would be ready for the steel workers on June 10.

Secretary John Heydler of the National League was one of the guests and he paid a high tribute to the progressiveness of the Brooklyn magnate. "Never in the history of baseball," said Heydler, "has a club occupying the position which Brooklyn holds attempted a work of such gigantic proportions. Teams high in the race have built larger and better stands to accommodate the growing patronage, but Brooklyn is setting the pace for a team which usually occupies a second division berth. Both President Ebbetts and the Brooklyn fans deserve a winner and I think such a team is being developed.

"I am amazed at the progress that has already been made at the new field. The hollow spots have been almost filled and with a little grading the field will be ready for work on the stands. President Ebbetts has declared that he would like to open the new field on August 27, the anniversary of the battle of Long Island. The Brooklyn team is scheduled to play in Chicago on that date, but I understand that President Murphy is satisfied to a transfer and it is likely that the board of directors of the National League will consent to the transfer. If the game cannot be played on that day it will be played on August 28 which is an open date for both clubs."

It was also announced that Outfielder Bill Davidson had been released to the Omaha team of the Western League. Outfielder Zach Wheat will be out of the game for at least two weeks as the result of an injured ankle.

GIRLS RACE IN TANK.

Freshmen of Barnard College Win Point Honors in Aquatics.

The swimmers of the Freshmen class at Barnard College carried off the honors at the annual aquatic meet in the swimming tank at Teachers College yesterday, with 21 points to their credit. The Sophomores were second with 16 points, the Seniors third with 4 points, and the Juniors last with only 2 points. The events were witnessed by a large gathering of girls, the Freshmen rooters causing the building to shake with their cheers of enthusiasm.

The first event was a relay race, which was won by the Sophomore team, made up of Miss Eleanor Hadsell, Miss Fannie Opham, and Miss Louise Fox. The Freshmen team was second, with Miss Marjorie Hillas, Miss Dorothy Stanboro, and Miss Fannie Jameson.

Miss Eleanor Hadsell won the dash for the Sophomores, with Miss Marjorie Hillas of the Freshmen second and Miss Louise Nitray of the Senior class third. The diving contest was one of the best of the meet, Miss Helen Jackson, a Freshman, winning, with Miss Sophie Anderson of the Sophomore class second and Miss Dorothy Cheeseman of the Junior class third.

Just before the obstacle race it was announced that Miss Helen Dana of the Junior class had been elected undergraduate President. The race was delayed for a time while the new President was greeted with cheers. Miss Marjorie Hillas won the race for the Freshmen, with Miss Eleanor Hadsell of the Sophomore class second and Miss Anne Wilson of the Senior class third.

GOULD AND HUHN WIN.

Will Play Crane and Fearing In Court Tennis Finals To-day.

PHILADELPHIA, April 17.—Jay Gould of New York and W. H. T. Huhn of Philadelphia defeated C. S. and F. Cutting of Cambridge, Mass., here to-day in the semi-final match of the National championship in court tennis doubles by the scores of 6—3, 6—3, 4—6, 6—2.

Gould and Huhn will play Joshua Crane and G. R. Fearing of Boston in the final match to-morrow.

Indians Win at Lacrosse.

Special to The New York Times.

SOUTH BETHLEHEM, Penn., April 17.—Lehigh lost to the Carlisle Indians at lacrosse this afternoon, 5 to 4. It was a hard fought game played on a field of mud during a heavy rain. The Indians scored first and never were overtaken, although Lehigh pressed them hard. The Indians were fleeter of foot and had a fine defense. The first half score was 4 to 2. Hart put up a good game at goal for Lehigh, as did Williams and Martin. Wounded Eye and Jackson starred for the Indians. The line-up:

Carlisle.	Positions.	Lehigh.
John O.	Goal	Hart
Large	Point	Carson
Berger	Cover point	Kennedy
Guyon	First defense	Raynor
Williams	Second Defense	F. R. Speed
Arcasa	Third Defense	Hartdegen
Wounded Eye	Centre	Wheaton
Garlow	Third attack	Martin
Young Deer	Second attack	Williams
Reed	First attack	Dunbar
Jackson	Outside home	Schuts
Crane	Inside home	F. B. Speed

Goals—Jackson (2,) Large, Garlow, Reed, Wheaton, F. B. Speed, Schultz, Martin. Substitutions—Buck for Dunbar, Haddoway for Buck, St. John for Haddoway, Packard for F. B. Speed, Judson for Wounded Eye. Referee—Dr. Ester, Johns Hopkins and Lehigh. Goal Umpires—Mr. Wetterlieck, Carlisle, and Mr. McConnell, Lehigh. Time of halves—Thirty minutes each.

OLYMPIC ROAD TRIALS.

Boston Marathon Runners Hope to Better Time Made by DeMar.

The first of the American trials to determine who shall represent the United States in the Marathon race at the Olympic games in Sweden will be held at Boston to-morrow, under the auspices of the Boston Athletic Association.

The entry list for this, the sixteenth annual amateur event held by the association, will include all the prominent cross country and long distance runners of the country with the exception of Clarence H. DeMar of Boston, the winner of last year's race.

DeMar feels assured of a place on the American team through his record breaking performance of last year, when he established new record figures for the course of slightly less than 2 miles—2 hours, 21 minutes, 39 3-5 seconds. This bettered by nearly three minutes Tom Longboat's previous record time. With conditions equal to those of last year it is generally believed among followers of long distance running that DeMar's time can be bettered. Festus J. Madden, DeMar's club mate of the North Dorchester A. A. is the prime factor in these calculations, as he finished a close second to the winner last year and is an entrant again. But Madden, should he win, cannot represent the United States at Stockholm, as he will lack several months of the residence necessary to securing the citizenship papers which he applied for some time ago.

New York always sends a formidable delegation to Boston's great race. This year it will include Mike Ryan, who was a member of the American team in the London Olympics; John J. Reynolds, also of the Irish American A. A., Harry J. Smith of the Pastime A. C., and Wm. Rosette, Harry Jensen and others of the same club and Wm. Lundy, of the detached field artillery of West Point.

Of veteran Marathon racers there will be more than a score among the ten who are expected to start. An interesting trio is that composed of Sidney H. Batch of Chicago, who has won more Marathon races than any amateur; Bob Fowler of Cambridge, who has competed in more long distance events than any other man in this country, winning only two but finishing well in nearly all; and Sammy Mellor of New York, winner of the Boston A. A. race ten years ago, and in a dozen years has finished in each of the eight prize winning places in this contest. Joe Forshaw of Chicago, another veteran and a contestant in the London Olympic Marathon of 1908 and that at Athens, in 1906 will also compete.

BROOKLYN YACHTSMEN DINE.

Members from Many Clubs Guests of Crescent A. C. Tars.

Brooklyn yachtsmen dined at the Crescent Athletic Club last night. The occasion was the annual yachting dinner of the New Moon tars, and more than sixty well-known amateur sailors gathered around the festal board. President Paul Bonynge was the toastmaster, and during the evening called upon many of the sailors present to say a few words about the sport of yachting. President Bonynge mentioned that it was the custom of the Crescent Athletic Club to hold a dinner prior to the opening of each yachting season, so that the tars could become better acquainted and talk informally of their plans for the coming Summer.

After the dinner A. F. Aldridge, director of yachting in the Crescent Athletic Club, presented the prizes that had been won in the many regattas of the club. The most important was the Lipton Prize, which, however, has to be won three times to become the personal property of any Corinthian. Following the presentation of prizes, moving pictures of yachting and motor boat races were shown through the courtesy of J. Stuart Blackton, Commodore of the Atlantic Yacht Club. Among the diners were:

Commodore J. Stuart Blackton, W. A. Barstow, James Simpson, Wallace Van Nostrand, E. L. Graff, Atlantic Yacht Club; Commodore George R. Le Sauvage, Richard Rummell, George Beston, H. D. Scribner, L. F. Hayward, Harry Leggett, E. F. Geer, Bensonhurst Yacht Club; Commodore A. C. Soper, Rear Commodore John Mitchell, W. P. Kiggins, A. McDougall, Willard Graham, Peter Bentley, Thomas J. Morss, William F. Andreas, and C. E. Simmons, National Yacht Club; Commodore Fred B. Dalzell, Vice Commodore William T. Lowden, Charles F. Delano, Erastus E. Haff, Rutger Bleecker, George Linn, Jonathan Moore, George S. Dalzell, Unqua Corinthian Yacht Club; James Craig, New Rochelle Yacht Club; H. R. Sutphen, James Simpson, S. C. Cochran, Motor Boat Club of America; Horace E. Boucher, Larchmont Yacht Club; A. F. Aldridge, A. E. Smith, Andrew Baxter, Jr., Howard Jones, J. M. Heatherton, Walter A. Eckert, Benjamin A. Kieley, A. Kelly, Dr. J. E. De Mund, Commodore Edgar F. Luckenback, Rear Commodore G. G. McIntosh, C. E. Pierce, C. M. Piatt, William Van Wyck, Dr. C. A. Atkinson, W. Van Clief, President Paul Bonynge, and Charles J. Perry, Crescent Athletic Club; L. S. Tiemann and R. H. Roloff, New York Canoe Club, and C. M. Camp, Marine and Field Club.

SENIOR GOLFERS ON LINKS.

J. F. Bless Wins Shanley Memorial Cup Competition at Lakewood.

Senior golfers, all 55 years old or more, had possession of the Country Club of Lakewood links yesterday, competing for the J. F. Shanley memorial trophy and a cup, the latter prize being presented by the club. J. F. Bless, the dean of the tournament, whose home organization is the Forest Hill Field Club, won the memorial trophy, the gift of Frank Shanley, with a card of 100—18—82. Gross score honors went to C. R. Gillett of Wykagyl, with an 87. The best scores were:

	Gross.	H'cp.	Net.
James F. Bless, Forest Hill	100	18	82
C. R. Gillett, Wykagyl	87	4	83
C. F. Norton, Garden City	102	18	84
John McGeey, Wykagyl	101	16	85
C. N. Brisze, Wykagyl	101	14	87
Alec C. Soper, Lakewood	106	18	88
D. S. White, Atlantic City	107	18	88
J. H. Ottley, Nassau	100	10	90
W. L. Maltby, RoyalMontreal	102	12	90
H. W. Scovill, Chevy Chase	100	10	90
A. S. Brownell, St. Andrew's	111	17	94
James Barber, Englewood	117	18	99

Western Golf Ratings Retarded.

CHICAGO, April 17.—In response to the urgent request of Secretary Charles E. Willard of the Western Golf Association that Secretaries of clubs forward the handicaps of their ten leading players not later than April 15, only 62 out of 173 clubs in the association have replied. Realizing that an effort to formulate a handicap list with less than one-half of the clubs in would be farcical, President John D. Cady has instructed the Secretary to extend the limit one week and notify all delinquent clubs that if their lists are not forthcoming their players will be allotted minimum ratings in any tournament in which they may take part.

National's All-Star Show.

An all-star show of lightweights will be staged to-night at the National Sporting Club. Three bouts will be put on, each scheduled to go ten rounds, and indications point that all the boys will be able to go the full distance. The headliner will bring together Matty Baldwin of Boston and Johnny Marto of the west side. This is a return bout at Marto's request, as the west sider was not satisfied with the showing he made against Baldwin in a recent contest at the same club. Another bout will show Willie Beecher of the east side and Joe Bedell of Brooklyn. These boys are of the same type, always aggressive, and relying more on strength than on cleverness. The other bout will be between Frank Loughery of Philadelphia and Battling Hurley of Passaic, N. J., another pair of rugged mixers. No short bouts will be put on.

English Racquet Champions.

The defeat of G. G. Kershaw of Rugby by B. S. Foster of Malvern at the Queen's Club in London last week makes the latter amateur racquet champion of England for the season of 1912. The amateur champions to date since 1883 are as follows:

1888—C. D. Buxton (Harrow and Cambridge.)
1889—E. M. Butler (Harrow and Cambridge.)
1890—P. Ashworth (Harrow and Cambridge.)
1891—H. Phillipson (Eaton and Oxford.)
1892—F. Dames-Longworth (Charterhouse and Cambridge.)
1893—F. Dames-Longworth (Charterhouse and Cambridge.)
1894-1900—H. F. Foster (Malvern and Oxford.)
1901—F. Dames-Longworth (Charterhouse and Cambridge.)
1902—E. H. Miles (Marlborough and Cambridge.)
1903—E. M. Baerlein (Eton and Cambridge.)
1904—H. K. Foster (Malvern and Oxford.)
1905—E. M. Baerlein (Eton and Cambridge.)
1906—S. H. Sheppard (Haileybury.)
1907—E. B. Noel (Winchester and Cambridge.)
1908-1911—F. M. Baerlein (Eton and Cambridge.)
1912—B. S. Foster (Malvern.)

LEACH CROSS WHIPS TOMMY MURPHY

Phil Cross Defeats Young Hickey and Paddy Sullivan Beats Young Nitchie.

Leach Cross outpointed Tommy Murphy, Phil Cross gained the honors over Young Hickey, and Paddy Sullivan had the better of his contest with Young Nitchie of Philadelphia in the ten-round bouts at the Empire Athletic Club last night. The second and third bouts, in which the Cross brothers took part, furnished plenty of action, but the opener showed nothing of a speedy nature.

The Murphy-Cross encounter was full of action from the opening bell in the first round to the closing gong in the tenth. At the finish both contestants left the ring much the worse for wear. Murphy had bled from the right eye and the mouth from the early rounds, and his nose was considerably swollen when the battling was over. Cross was not cut up, but his lips and cheeks were swollen considerably, and his right eye carried a bruise which testified to Murphy's hard punching.

Murphy's aggressiveness added much of the tone which the battle possessed. Tommy was on the loser's end practically all the way, but never to the extent that he was unwilling to rush in and mix punches with Cross. Two or three times Cross shot out his dangerous right hand with sufficient force to shake up the Flatbush boxer, but Tommy was always back for more. Cross gained his laurels by standing off and boxing Murpny, a style at which he showed to considerable advantage over his opponent. As for mixing, Leach was not so prominent. His turtle cover-up was much in evidence when Murphy got in very close to mix matters, and, despite the fact that he held a lead all the way, Leach showed more of an inclination to hold than did Murphy.

The hardest punches that Cross could hand out did not have enough steam to slow up Murphy, and Tommy several times showed his contempt for Cross's so-called terrible right by taking these wallops for the sake of getting a hard punch over. In the tenth round Murphy dropped his guard and took several punches to the jaw without trying to protect himself.

The best that Murphy did in any of the rounds was to hold Cross even. This he accomplished three times, and in the other seven rounds Cross did enough jabbing to gain the honors. But in no round did Cross have his opponent in distress, and his margins were always by a shade. In the sixth round Cross staggered Tommy with a right swing to the jaw, but Tommy came back fighting before Leach had a chance to follow up the punch. He was never near to a knockdown. Both men delivered some stinging punches to the stomach.

The semi-final was a most active ten-round encounter between Phil Cross and Young Hickey, with the latter winning by a comfortable margin. Hickey had the advantage of more than five pounds, the ringside figures being 143½ for Cross and 149 for Hickey. Cross showed a much greater desire to force matters than Leach showed in the bout which followed and he carried the fighting to Hickey all the way.

Hickey started off well in the opening round and by keeping close to Cross he gained the honors by his fast infighting. He floored Cross in this round but Phil was up before any count was made. In the second round Cross scored a clean knockdown with a left swing to the jaw and Hickey jumped to his feet quickly. Cross had the better of eight of the ten rounds, Hickey gaining only the first and the fifth. The loser was so strong that Phil's hard punches never had him in distress.

In the opening bout, between Paddy and Young Nitchie of Philadelphia, Sullivan was the winner. The pair were continually transgressing some minor rule of the boxing code, folowing each by shaking hands. Sullivan showed a bit more cleverness and was entitled to the decision on points. It was a rather slow exhibition.

"SECONDS" STOP FIGHT.

Dave Katz Outclassed by Sailor Delaney In Bout at Sharkey's.

With thirty-five pounds advantage in weight "Sailor" Delaney simply battered down Dave Katz, the street car conductor, in the third round of what was supposed to be the ten-round go for the wind-up at the Sharkey Athletic Club last night.

Katz, of the east side, weighed in at 160 pounds, while his opponent, who says he hails from the west side, tipped the beam at 195 pounds. The fans who expected science versus strength in the first round looked for the "this way out" sign in the second session, when Katz was twice pounded to the floor, the zell saving him on the last trip.

Dazen and overpower, Katz went down again on Delaney's second punch in the third round. This time his seconds jumped i nthe ring and stopped what was a veritable joke in the way of matchmaking.

The best bout was the semi-final between Louis Messe of Chicago and Kid Henery, which went the six rounds with honors about even, although in a longer contest Henery would undoubtedly have had the better of it. The Westerner looked like an easy winner in the first rounds, but Henery came back game and had his man hanging on in the third and fourth rounds. Both were visibly tired out by their own exertions in the last two rounds, neither being able to land the winning blow.

Kilbane's Wife His Mascot.

Johnny Kilbane, the featherweight champion, says that his wife is his mascot and inspired him to the position he now holds in the pugilistic world. Kilbane is proud of the fact that his wife stood behind him when he declared that he would not die in poverty, but make a name for himself in the Queensberry realm. A few years ago Johnny was unknown to the boxing game. He was struggling hard to support his parents in Cleveland and was forever burdened with the thought of his poor father being blind.

NOTES OF THE BOXERS.

Packey Hommey of New York and Chicago Tommy Murphy are booked to furnish the star bout in to-nights' show at the Fordon A. C., Grand and Orchard Streets. Several weeks ago the same pair clashed at that club and put up a sensational battle, becuse of which they were immediately rematched.

Billy Galley, the Australian boxer who recently fought Knockout Brown in Philadelphia, has been matched with Shamus O'Brien of Yonkers for the star bout at the Sharkey A. C. next Saturday night.

At the Queensboro A. C. of Long Island City to-morrow night the main bout will bring together Jack Dillon of Philadelphia and Johnny Lore of the west side.

Frankie Hufnagel will make his first appearance at his home club, the National A. C. of Brooklyn, on Saturday night, when he hooks up with Kid Goodman in the star bout of ten rounds.

Forty-two rounds of boxing will feature the show of the Fairmont A. C. at the Bronx clubhouse Saturday night. The three ten-round bouts will show Kid Black vs. Frankie Fleming, Peter Doyle v. Young Rothwell, and George Fox vs. Johnny Hainey. Two six-round bouts will also be put on.

Marty Pike, manager of Tommy Ginty, the Scranton lightweight, announces that Tommy has practically recovered from the effects of the recent operation on his hand and will be ready for a bout in about three weeks. Ginty injured the hand in a bout with Fighting Dick Hyland at Albany last November. Mr. Pike is especially anxious to match Ginty with Leach Cross, Knockout Brown, Tommy Murphy, or any other prominent lightweight. He would also like to get matches with Packey McFarland or Matt Wells at 135 pounds at 8 o'clock. Ginty has been doing light work for some time, and now weighs 133½ pounds.

The management of the Garden A. C. has practically arranged with Ad Wolgast, the lightweight champion, for a series of three lightweights, to be selected by the Garden matchmaker. Knockout Brown will be one of the selections, and the winner of the coming bout between McFarland and Wells will be offered one of the other matches.

Packey McFarland has decided not to come to New York to-day, as he originally intended, to train for his coming bout with Wells. Manager Emil Thiry has sent word that Packey will do his training at Chicago and will not come to New York until three or four days before the bouts to put on the finishing touches. He figures that he can get better results by training at home.

The bout between One-Round Hogan and Leach Cross, scheduled for next week at one of the local clubs, has been called off because of trouble over putting up the forfeits. It is likely that Cross's next match will be with Jack Goodman. The managers of the two boxers have already agreed upon the weight—135 pounds at 8 o'clock—but they have not decided where the bout is to be staged.

WANTS LICENSE REVOKED.

Referee Dan Tone Accused of Incompetency by Boxer's Manager.

The members of the Boxing Commission who met yesterday afternoon had their session enlivened by the receipt of a telegram from E. E. Keevin, the manager of Jimmy Walsh, the feather-weight boxer in which he announces that he wants the license of Dan Tone revoked. Tone is the referee of the Olympic and Empire Athletic Clubs, both managed by the McMahon Brothers. Keevin, wiring from Boston announced as follows: "Forwarding specific charges of incompetency against Referee Dan Tone with reasons why his removal should follow."

This action by Walsh's manager is said to have been made because Tone stopped the bout at the Empire A. C. and ordered both Walsh and Joe Coster from the ring in the eighth round of their scheduled ten round affair in the featherweight elimination series which resulted in the holding up of the money for one day. Each man eventually received his share of the purse.

Keevin announces that the intervention of the referee and his subs

MARCONI CHEERED FOR WIRELESS FEATS

Modestly Gives Credit to Other Inventors and Speaks of Life Saving from Titanic.

FIRST LECTURE IN AMERICA

Prof. Pupin Chides Speaker for Praising Other Inventors for Discoveries That Were Only by Marconi.

Guglielmo Marconi, inventor of the wireless, made his first public appearance before an American audience last night in a lecture in the Engineering Societies Building under the auspices of the New York Electrical Society. The large auditorium was filled before Marconi appeared on the platform. Almost half of the audience were women.

When Mr. Marconi appeared in the wing of the platform the crowd in the balcony saw him first, and the cheering began. It spread to the main floor, and for at least two minutes there was continuous applause. Marconi bowed his acknowledgment, but had to rise again and again before the crowd was satisfied.

On his chair there lay a number of telegrams, some of the mwireless. One of them particularly interested Marconi. He passed it to John Bottomley, Chairman of the Lecture Committee, and Mr. Bottomley read it to the audience. This was the telegram:

> I regret my inability to be present at your lecture, but hasten to congratulate you upon the success of your beautiful invention—the wireless telegraph—and on the splendid work your system has done in saving human life in disasters on the sea.

The Chairman paused and then read the name of Thomas Alva Edison. The cheering broke out again, and the women continued it even longer than the men. Then the inventor arose to speak, and this was the occasion for another protracted outburst of enthusiasm.

The platform and wings were filled with charts illustrative of wireless waves, aerial stations, transmitters, and receivers. Mr. Marconi also used lantern slides and photographs of wireless stations all over the world. Every reference to the adaptability of wireless to rescues on the high seas brought forth applause, so eager was the audience to show appreciation toward this man, whose accomplishments had effected such wonders within the last week.

A Wireless Demonstration.

The lecture in itself was largely technical. Only once did Mr. Marconi introduce anything of a sensational nature. That was when he ordered all lights out, turned on a switch, and exhibited some fireworks. The fireworks emitted from an eight-foot vertical stem on the stage, representing an aerial wire. Sparks making fascinating angles flashed in every direction from the stem, and Mr. Marconi, advancing within the electric field caused by the current, held various colored rods within the electric zone and the rods became lighted, showing that a current was passing to them without a direct contact of any kind. This demonstration caused continued cheering.

"I am glad to know," said Mr. Marconi at one stage of his lecture, "that the American Government is promulgating rules and regulations to thwart interference with wireless messages. Still we don't want too much interference. We don't want the waves of either enveloped in red tape. For commercial purposes, however, we must have isolation of messages if the science is expected to de develop."

There was also a suggestion in one part of the lecture that the inventor was about to perfect his arrangement, whereby one ship on the sea would be able to learn the exact position of every other ship on the sea and thus avert all collision. He touched on this idea only briefly.

"I have this in mind," he said, "which shall give the exact location by cross bearings from stations on the shore. It would be especially useful to ships at sea in times of fog.

Mr. Marconi commended the efforts of the press to advance the science of wireless telegraphy and spoke particularly of THE NEW YORK TIMES as the only newspaper which received its news directly from Europe by means of the wireless. THE TIMES, he said, received its messages ten minutes from the moment of transmission, and this fact, he said, was an individual step in the science of wireless telegraphy which had encouraged him greatly.

With the completion of the scientific and technical explanations from chart and lantern slide, Mr. Marconi paused for a moment, and then, rather hesitatingly and with extreme modesty, approached the one subject which was on the mind of every one in the audience.

"The chief benefit of wireless," said the inventor, "is to aid ships in distress, and it is one of the greatest gratifications in my life to know that in time of need the wireless has not yet failed a single time. It has come to be considered indispensable.

Speaks of the Titanic.

"And just now all the world is thinking of this greatest of sea disasters, concerning which we know so little as yet. I feel that I must speak of it, but I do it reluctantly. I know that you will understand me if I say that all those who have been working with me entertain a true feeling of gratitude that wireless telegraphy has again in this instance helped to save human lives. I also want to take this opportunity to express my thanks to the press for the hearty approval it has given to the invention."

At the conclusion of this modest mention of this great part in the saving of a part of the Titanic's list of passengers and crew, there was another ovation, which lasted even longer than the others. The audience would not be satisfied, and the Chairman finally called for silence.

Then a number of inventors and engineers were called upon for extemporaneous expressions on Marconi's work. Prof. Michael Idvorsky Pupin, Professor of Electro-Mechanics at Columbia University and inventor of the "Pupin" coil, which has made telephoning at long distance possible, was the first to address his respects to the inventor. Prof. Pupin had come from Washington to hear Mr. Marconi lecture.

"He is the most modest man that I know of," said Prof. Pupin. "To-night I heard him give credit to his predecessors, Henry, Farraday Maxwell, and Hertz; and yet the invention of wireles stelegraphy belongs absolutely and solely to him. The others had nothing whatever to do with it, and yet Marconi would give them credit. They were all experimenting in other lines. When Marconi grounded his transmitter and then grounded his receiver and let the spark go then the world had wireless telegraphy, and no one had ever done that before. If we must call our aerial waves by some name let us not call them Hertzian waves, but Marconi waves. They are his. The only fault that I have to find with Dr. Marconi is that he worries his brain with the troubles of the investors in his patent. That is a foolish thing for any inventor to do.

Frank J. Sprague also complimented the inventor.

"When to-morrow night, some 700 or 800 persons land in New York," Mr. Sprague said, addressing himself to the inventor, "they can look to you as their savior."

Again there were cheers and Mr. Marconi was visibly impressed.

Explains the Titanic.

The inventor's laudatory reference to the press during the course of his lecture was somewhat different in tone to his denunciation of "you journalists who are responsible for the confused and unreliable rumors about the Titanic" which he voiced yesterday afternoon when his attention was called to an article in an afternoon newspaper directed against those held responsible for the aerial messages of Monday stating that all aboard the Titanic had been saved and that the great ship was being towed to Halifax.

"Good gracious, hasn't the wireless done enough in this instance to free it from complaints?" he exclaimed. "My hat goes off to you if you can prove that one of our operators either sent or gave out such messages. It is you journalists that are to blame, not the wireless."

"This kind of thing has happened before, you know," he continued. "It happened during the Spanish war, when there was no wireless. You see, wireless has nothing to do with the circulation of false rumors.

"Every Tom, Dick, and Harry can have a wireless outfit of his own. He gets what he thinks is a flash from the Titanic or some other ship and he deciphers it as best he can. He relays his message to some newspaper, and there you are.

"Now, it is perfectly simple to understand why there should have been the long wait between the first wireless message telling of the collision and the message tellin gof the Titanic's sinking. What happened was this: The Titanic struck the berg, say at 10 o'clock Sunday night. Immediately the ship's wireless sent out the word to land. The instrument on the ship kept working until about midnight and then it stopped, for it was silenced.

The Carpathia had received the flash from the Titanic, but the Carpathia, after reaching the scene, could send no word to shore, for her wireless was too weak. All she could do was to keep on flashing until the Olympic, which had also caught the Titanic's call, got within her range. Then the Olympic, with her more powerful transmitter, relayed what the Carpathia sent her. Hence, until the Olympic got near enough to receive the Carpathia's waves, there was no means of communicating with land after the Titanic sank. Could you expect any messages that came during that interval to be reliable?"

ASSAILS BRONX COUNTY BILL.

Not the One Its Advocates Urged, Hammitt Tells Dix.

Special to The New York Times.

ALBANY, April 17.—In the hearing before the Governor to-day on Senator Stilwell's bill to create the County of The Bronx out of New York County. J. O. Hammitt, of the Citizens' Union, declared that the measure before the Governor was not the one for which so impressive a demonstration was made by its advocates, but one providing for a referendum and the most outrageous patronage provisions ever included in a county bill passed by the Legislature in a great many years. The patronage provisions, he said, were inserted without consultation with the advocates of the bill.

Mr. Hammitt also asserted that the bill was so defective that it would throw into chaos such matter as the adjustment of the tax levy and court jurisdiction. The vote on the measure would have to be canvassed under the laws of 1901 because of defective drafting. Gov. Dix did not indicate his attitude to the measure.

The Governor signed to-day Senator Long's election law amendments after Senators Frawley, Wagner, Cronin and Long had labored with him. The Governor was inclined to veto the measure, which provides that in counties having less than 100,000 inhabitants, and there are forty-nine such, shall have but two supervisors of elections with maximum salaries of $1,200.

Another measure approved gives the Trustees of Public Buildings power to sell Geological Hall, on State and Lodge Streets, which was constructed originally in 1797 and in which sessions of the Legislature were held before the Capitol of 1808 was completed. The offices now contained in the building will be transferred to the reconstructed Capitol and new education building. There is some criticism, however, over the fact that the department offices, distributed in thirty-nine buildings for which rental is paid, cannot all be housed in the Capitol and education building.

The State is now paying a rental for State departments of $64,102. The fire in the Capitol last year was responsible for about $22,000 of this rental. The Geological Hall is desired by a New York syndicate, which intends to erect an office building on the site.

TAFT OUSTING NO ONE.

Not Removing Federal Officeholders on Account of Political Views.

WASHINGTON, April 17.—In a letter to Representative Gardner of Massachusetts, President Taft declares that he does not intend to remove any Federal officeholder on account of his political views, no matter whom he might favor for President. The President's letter was written in connection with the reappointment of David H. Little as Collector of Customs at Salem, Mass. Mr. Little had filled that office for eight years, was recommended for reappointment by Mr. Gardner and his nomination was sent to the Senate yesterday. The President's letter said:

> Mr. Little is now concerned with reference to my appointing him because he favors Col. Roosevelt for the Presidency, and he has desired you to bring that matter to my attention before I reappointed him, if I desired to do so under the circumstances. I thing this shows on the part of Mr. Little a high-minded view of the situation, which I respect.
>
> As a matter of fact, I sent Mr. Little's reappointment to the Senate yesterday, and would not think of recalling him. I have removed no one in this campaign because of his political views, and I do not intend to begin to do so now. The truth is there has never been a time with which I am familiar in the history of politics in this country when the political support of the Federal officeholders, such as it is, has been so divided, and at no time has the Federal patronage exercised less influence in the National Convention than it will in the one to be held at Chicago.

Representative Gardner is a son-in-law of Senator Lodge, and is a staunch Taft supporter.

OBJECT TO FUNERAL COSTS.

Heirs of Mrs. Fisher Refuse Husband's Accounting.

Surrogate Cohalan announced yesterday that he would send to a referee the objections to the accounting of John Fisher, husband of Rose Fisher, as administrator of her estate. The objections are raised by Mrs. Fisher's brothers and sisters, who deny the accuracy of the account.

They charge that Fisher failed to credit his wife's estate with a death benefit received from a German lodge, and the proceeds of the sale of her jewelry, which included one $100 diamond ring. They declare that $225 for a monument and $160 for a funeral, charged by Fisher against his wife's estate, are exorbitant and unreasonable. Henry Green, a brother of Mrs. Fisher, denies that Fisher paid $26.45 for refreshments at the cemetery and declares that he himself paid for the refreshments.

SEES CONSTITUTION CHANGES

Needed by Country's Growth and Foreign Relations, Says Dr. Holmes.

WASHINGTON, April 17.—Dr. Joseph A. Holmes, Director of the United States Bureau of Mines, said the Constitution will be changed to keep pace with the growth of the country and to meet National and international relations, in addressing the National Academy of Science to-day.

Calling attention to the fact that in the last ten years more than 80,000 men had been killed in the mining and quarrying operations of this country, Dr. Holmes said the Sherman anti-trust law, by preventing practical co-operation among coal operators, had developed a destructive competition among them, and was in a measure responsible for the present discreditable waste of coal and loss of life.

Sully to Describe Ezekiel's Temple.

Henry Sulley, the English architect, author and lecturer, who came over on the Carmania on Sunday, will speak to-night at Carnegie Hall on "The Temple of the Future Age—a House of Prayer for All People to Hold a Million Worshippers." The basis of the lecture is the temple of Ezekiel's prophecy, which the prophet saw in vision and describes in the last eight chapters of his book. The temple of the vision and of Mr. Sulley's lecture will be in Jerusalem, which will then be the "Queen City of the World," with its laws governing all nations. The lecture will be held under the auspices of the Christadelphian Ecclesia and there will be no admission charged or collection taken up from those who care to attend.

T. ROOSEVELT, JR., AT THE HOE SALE

Half a Dozen Successful Bids from Party of the Colonel's Son.

MRS. HOE BUYS A BOOK

Many Dryden and Decker First Editions Knocked Down—Sale Total Now $1,537,692.25.

Mr. and Mrs. Theodore Roosevelt, Jr., were interested spectators at the evening session of the Robert Hoe library sale at Anderson's yesterday. They came in an automobile accompanied by friends, and their party sat in the third row front of the auction room. The Roosevelt party made about half a dozen successful bids, the highest of which was $31. They bought under the name of "Cash."

Mrs. Robert Hoe, Sr., despite the wet weather, was present at both afternoon and evening sessions. An interesting incident was her spirited bidding for a copy of "The Hind and Panther," by John Dryden, London, 1687, in brown levant morocco binding by Riviere, and with a note inscribed in it by Robert Hoe, reading, "First issue of the first edition, with errata at end. At least three issues were published in 1687." She obtained this memorial of her husband by a bid of $195.

The total for yesterday's two sessions was $15,847, making the grand total to date $1,537,692.25. The highest price of the day was $1,100, which was paid last evening by Charles Scribner's Sons for a collection of 541 original drawings, formed by John Peraise, Earl of Egmont, mounted on drawing paper and bound, by order of John T. Graves, a later possessor, in four large folio volumes.

A large number of first editions of John Dryden were auctioned off. Among them were the following:

"A Peom upon the Death of His Late Highness, Oliver, Lord Protector of England, Scotland ,and Ireland," London, 1658. Dryden's first publication in book form, $262.50, (Smith.)

"To His Sacred Majesty, a Panegyrick on his Coronation," London, 1661, $170, (Smith.)

"The Rival Ladies," London, 1664, $170, (Hill.)

"The Indian Emperour," London, 1667, $130, (Hill.)

"Sir Martin Mar-all, or the Feign'd Innocence," London, 1668, $135, (Hill.)

"The Conquest of Granada by the Spaniards," London, 1672, $110, (Smith.)

"Aureng-Zebe," London, 1676, the last of Dryden's rhymed heroic tragedies, $125, (Smith.)

"Absolom and Achitophel," London, 1681.

"Albion and Albanius, an Opera," London, 1685, $160, (Smith.)

"The Address to His Highness the Prince of Orange," London, 1689, not included in Dryden's collection of poems, and probably published by one of his enemies, $260, (Smith.)

"Love Triumphant; or, Nature Will Prevail," London, 1694, $146, (Smith.)

"An Ode on the Death of Mr. Henry Purcell. * * The words by Mr. Dryden, and sett to musick by Dr. Blow," London, 1698, $140. (Smith.)

"Alexander's Feast," London, 1697, $300, (Smith.)

A fine large copy of the first complete edition of Michael Drayton's "Poly-Olbion," London, 1622, in maroon morocco binding, by Clarke & Bedford, went to Mr. Smith for $440. He also obtained for $200 a copy of the second edition of the same work printed in London in 1622.

Other notable sales of the evening were as follows:

Large paper copy of Thomas F. Dibdin's "Typographical Antiquities," London, 1810-19, $125. (Order.)

Dibdin's "Bibliographical, Antiquarian and Picturesque Tour in France and Germany," London, 1821, $410. (Scribner's.)

"Les Baisers," by Claude J. Dorat, La Haye, 1770, large Holland paper, the masterpiece of French eighteenth century engraving, $330. (Bonaventure.)

"Fables Nouvelles," by Dorat, La Haye, 1773, $190. (Bonaventure.)

"A Medicinable Morall, That Is the Two Bookes of Horace, His Satyres, Englyshed," by Thomas Drant, 1566, $140. (Smith.)

Third edition of the Queen Elizabeth "Booke of Christian Prayers," London, 1590, $100. (Smith.)

First editions of Thomas Decker, or Dekker, the London dramatist, brought the highest prices at the afternoon session. They were all knocked down to George D. Smith. They sold as follows:

"Satiro-Mastix; or, The Untrussing of the Humorous Poet, As It Hath Bin Presented Publickly by the Right Honorable, the Lord Chamberlaine, His Servants, and Privately by the Children of Paules," small quarto, London, 1602, in blue levant morocco binding by Zaehnsdorf, $300.

"The Magnificent Entertainment Given to King James, Queen Anne, His Wife, and Henry Frederick, the Prince, upon the day of His Majestie's Triumphal Passage," small quarto, London, 1604, exceedingly rare, $335.

"The Dead Tearme; or, Westminster's Complaint for Long Vacations and Short Termes, Written in Manner of a Dialogue between the Two Cityes London and Westminster," small quarto, London, 1608, green levant morocco, by The Club Bindery, $200.

"O per se, O; or, A New Cryer of Lanthorne and Candle-light, Being an Addition or Lengthening of the Bell-man's Second Nightwalke, in which are discovered those Villanies, which the Bell-man (because he went i' the darke) could not see; now laid open to the world," small quarto, London, 1612, blue morocco binding by Mackenzie, $210.

"The Dove and the Serpent," small quarto, London, 1614, sprinkled calf binding by Pratt, $125.

"A Tragi-Comedy: Called Match mee in London," small quarto, London, 1631, blue levant morocco binding by David, $125.

"The Wonder of a Kingdom, Quod non Dant proceres, Dabit Histrio," quarto, London, 1636, sprinkled calf binding by Warsford, $225.

"Northward Hoe," (by Decker and John Webster,) quarto, London, 1607, $300.

Mr. Smith also paid $175 for a second edition of Decker and Webster's "Famous History of Sir Thomas Wyat, with the Coronation of Queen Mary and the Comming in of King Philip," small quarto, London, 1612, red levant morocco binding by F. Bedford. This is a rarity, there being apparently no copy in either the British Museum or the Bodleian. Mr. Smith also paid $180 for a copy on Japan paper of Alphonse Daudet's "Sapho," Paris, 1897. It is in blue levant morocco binding by Mercier, and has a triple set of the etchings in the text and the full-page plates in four States. An original pen-and-ink drawing by Gorguet is in the half title.

There will be two more sessions to-day.

WOMAN A SUICIDE IN RIVER.

Priest, Watchman, and Newsdealer in Rowboat Recover Her Body.

After clasping her hands together as though in prayer, an unidentified woman, dressed in mourning, committed suicide last night by jumping from the bulkhead of the recreation pier at the foot of Barrow Street. She was seen to make the plunge by Joseph Hanlon, the watchman of the pier. Hanlon ran to the Christopher Street Ferry alongside, and told Father Philip McGrath of the Catholic Seamen's Mission at 422 West Street and Michael Guigan, who has a newsstand at that point. The three got a rowboat and when the body came to the surface they dragged it into the boat.

There were still signs of life when Dr. Nicholas of St. Vincent's Hospital arrived, and the ambulance surgeon worked over her for about half an hour before she died. Father McGrath administered the last rites of the church as the doctor worked over her.

The woman was dressed entirely in black. She was about 35 years old, 5 feet in height, weighed 140 pounds, had light complexion, and brown eyes. The body was removed to the Charles Street Station. There was nothing in the clothing to indicate her identityt.

Ex-Mayor from France Jailed Here.

DETROIT, Mich., April 17.—Emil Shier, former mayor of Houppines, France, pleaded guilty to-day in the Federal Court to a violation of the Mann act. He admitted that he left a wife in France and came to this city with Augustine Crocelle. Shier will be held in the county jail to await action of the Federal Grand Jury next month. The girl is being detained as a witness.

The former Mayor was removed from office by President Failleres for alleged embezzlement.

GRANT FUNERAL APRIL 26.

Body Lying In State on Governors Island May Be Seen the Day Before.

Lieut. M. W. Howze, aid to the late Gen. Frederick Dent Grant, issued last night the following statement relative to the funeral arrangements:

The funeral services of the late Gen. Frederick Dent Grant will be held in the chapel, St. Cornelius the Centurion, on Governors Island, on Friday, April 26, at 10:30 A. M. All friends are invited. Immediately after the services the body will be conveyed to the South Ferry, from whence it will be escorted to the West Shore Station, foot of Forty-second Street, by a command in charge of regular troops, prescribed for Generals in the United States Army.

The Grant Post of Brooklyn will act as a special bodyguard. It is expected that the Fourteenth Regiment, National Guard of New York, in command of which Gen. Grant left New York for the front in 1898, and a uniformed corps off artillery will accompany the body to the West Shore Road, where a special train will be in waiting. The funeral party will be taken to West Point, where the remains of Gen. Grant will be laid to rest with full military honors, in the cemetery of the National Academy, which he loved so well.

The entire military force at West Point will meet the remains at the station there, and escort the body to the grave, at which three volleys will be fired by the corps of cadets, from the ranks of which Gen. Grant graduated in 1871.

The body will lie in state at Governors Island, so that any friends who may so desire may view it on Thursday, April 25, between the hours of 9 A. M. and 4 P. M. in the chapel on the island.

Chaplain Edward B. Smith will conduct the services.

Lieut. Howze said that the arrangements relative to the route to be taken to the West Shore Railroad had not been completed, but that in all probability the line of March will be up Broadway.

OPPOSE FAR WEST BOOMS.

States of Middle Northwest Want to Keep People at Home.

Special to The New York Times.

MINNEAPOLIS, Minn., April 17.—A well-defined movement is under way in the States of the Middle West and Northwest to oppose the boomers of the Far West. The bright prospects held out to home makers and laborers through irrigation and other developments in the Rocky Mountains and on the Pacific Coast have caused thousands of persons to pass through this region instead of settling, and have caused other thousands to sell out here and move on to these promised lands. The result is that men interested in the development of the Middle West are starting counter booms and mean to show that this section offers as many advantages to the home makers as the others.

One of the developments in Minnesota has been the cessation of the intense rivalry that has existed for years between the northern and southern sections of the State. Organizations that have been fighting each other for advantage have now reached a co-operative basis and will hereafter work for all the State.

H. J. Maxfield, the State Immigration Commissioner, is being supported strongly by private capital in efforts he is making to bring in more farmers.

"The business interests of the country," he says, "realize to-day, as never before, that in order to advance their own welfare it is more essential to promote agriculture than to pay so much attention to industrial development within the cities." Railroads especially are endeavoring in every way to help the farmer instead of exploiting him.

Another part of the campaign has been to warn workers that they will do better at home than on the Pacific Coast. Information gathered by various authorities shows that in Portland, Seattle and other cities there is a glut of laborers and danger of a big cut in wages if they remain, while throughout the Middle West there is a shortage of men to do the work that is in sight.

STONE'S POWER IN DANGER.

With Gerrymander Knocked Out, Republicans May Get Missouri Senate

Special to The New York Times.

JEFFERSON CITY, Mo., April 17.—The citadel of the Democratic machine of Senator Stone—the State Senate—is now open to attack by the Republicans, the notorious Roach-Major gerrymander having been knocked out by the Supreme Court. As a result of the return to the old districting, while it is considered unfair to them, the Republicans expect to increase their representation in the upper house to fifteen in the coming elections and to overcome the small Democratic majority that will remain by the overturn of five districts in the succeeding election.

The gerrymander, made by Secretary of State Roach and Attorney General Major, was designed to clinch the control of the Democratic machine on the State's affairs even though the Republicans might continue to elect Governors and a majority of the lower house. It was one of the most remarkable of its sort in the history of the country. St. Louis, entitled to seven Senators, got only six, and various districts were cut up in such a way that they wriggled all over the map of Missouri. Equality of population was wholly disregarded. Only ten of the thirty-four districts would go Republican except in a great landslide.

Gov. Hadley was on the commission which was delegated to draw up the plan, but when he saw what his colleagues were intent upon doing he refused to have anything to do with it, and forbade the Secretary of State to promulgate it. The Circuit Judges of St. Louis refused to district that city under the apportionment of six Senators, and so took the matter to the higher court. A peculiar thing was that Attorney General Major offered no defense of the plan.

The decision of the Supreme Court was by a unanimous bench, the chief opinion being written by Justice A. M. Woodson, a Democrat. In it he remarked: "Inequality of representation in a republican form of government is just as offensive and unjust as taxation without representation. Both are repugnant and inconsistent with the American idea of government and citizenship. This is a most flagrant violation of the limited discretion granted by the Constitution to the Legislature."

CONFEDERATE ISSUE IN TEXAS

Opponent of Gov. Colquitt Says He Has Insulted the Veterans.

Special to The New York Times.

GALVESTON, Texas, April 17.—While both parties in Congress are playing for the vote of the old Union soldier by appropriating millions more for pensions the Confederate soldier is figuring in a warm campaign for the governship of Texas. The people in the election will vote on an amendment to increase their small pension.

Judge W. F. Ramsay, who recently resigned from the Supreme Court bench in order to attempt to drive Gov. Colquitt out of office, is pressing the issue hard. When he was a member of the legislature Gov. Colquitt opposed the State allowance for the Confederate veterans and upon gaining the executive chair he put out of office Capt. A. E. Bolmes, a man with a fine war record, as pension clerk in the Controller's office, and appointed two young men to take charge of this work who had never smelled powder, but had been exceedingly useful in the Colquitt machine.

Bolmes had been appointed to the office at the request of Confederate veterans and his successors have not shown the same consideration to the old soldiers. Judge Ramsay, who is the son of a Confederate fighter thus characterizes the change.

"My father learned, as I have learned that the war is over; that we are indeed in our father's house and are here to stay; but I would never have been guilty of what to me is the unpardonable offense of ousting a competent man, grown gray in the service of his country, to make room for one of my own cavalrymen.

"All honor to the Confederate soldier. It is now indeed a thin gray line. In a few years the last of the tribe will pass over the river and rest under the shade of the trees with Lee and Jackson. We should do something for him while we can, and as for me and my house I will not only not discriminate against and insult him, but will aid and comfort him all I can."

COURT CALENDARS.

FEDERAL.

Supreme Court Proceedings.

Special to The New York Times.

WASHINGTON, April 17.—Following were the Supreme Court of the United States proceedings to-day:

102—The Title Guaranty and Surety Company, plaintiff in error, vs. William Francis Nichols.—Mandate granted.

721—James H. Graham, plaintiff in error, vs. State of West Virginia.—Argument continued for the defendant in error and concluded for the plaintiff in error.

218—Mary Nielsen, administratrix, &c., and in her own right, appellant, vs. Albert Steinfeld et al.—Argument commenced.

Day call for April 18: Nos. 218, 820, 46, 219, 220, 221, 222, 223, 224, and 225.

UNITED STATES CIRCUIT COURT OF APPEALS—Lacombe, Coxe, Ward, and Noyes, JJ. 210—Matter of Iron Clad Mfg Co. 212—Hansen v. Luckenbach. 213—Luckenbach v. Otto. 218—In re Jungman. 201—Smith Elec Co v. Int Co.

UNITED STATES DISTRICT COURT—Noyes, J. Jury calendar. 185—Drobney v. Lukrus Iron & Steel Co. 112—McKinney v. Alabama Sea Co. 119—Bernier v. Griscom-Spencer. 155—Republic Creosoting Co v. McDonald Construction Co. 205—Joline & Robinson v. Blake. 168—Schupp v. Thompson-Starrett Co. 133—Connolly-Fanning Co v. C E Thurston Co. 178—Tillinghast v. Moran. 179—Tillinghast v. Henderson. 196—Clapp v. Whitridge. 203—Fletcher v. N Y, N H & H R R. 221—Long v. B & M R R. 222—McKeon v. B & M R R. 228—Lass v. B & M R R. 104—Sovereign Bank v. Stanley. 150—U S v. J Mandleberg Co. 170—Montgomery v. Spencer Optical Co. 164—Franz v. Straus. 200—Silverman v. B & M Co. 204—McGrath v. Oceanic Steam Nav Co. 182—U S Finance Co v. State Line Oil & Gas Co. 214—Veale v. B & M R R.

UNITED STATES DISTRICT COURT—Hough, J. Jury calendar. 140—Marden v. Dewsnap. 152—McKinnon v. Heinze. 215—New York Assets Rel Co v. McKinnon. 166—Corcoran v. Borden's Condensed Milk. 123—Montolaro v. Dempsey. 201—Petition v. Strianese. 223—Burti v. Federal Cigar Co. 225—Kostant v. Borden's Cond Milk. 231—United States v. 1 case woolens. 232—United States v. 1 trunk, &c. 233—United States v. Ackert. 234—United States v. 148 packages Panama hats. 235—United States v. 36 packages Panama hats. 236—United States v. 26 packages Panama hats. 237—United States v. 14 packages Panama hats. 238—United States v. 3 cases Panama hats. 241—Pyrene Manufacturing Co v. Shoaffel. 242—Pitts Plate Glass Co v. Hilton. 244—Braun v. Tiedemann. 247—Schmidt v. Standard Steel Car Co. 249—Cristen v. Leonard. 253—Smith v. Loeb & Schoenfeld. 255—Nicoll v. Pullman Co.

STATE.

SUPREME COURT—Appellate Division—Ingraham, P. J.; McLaughlin, Clarke, Scott, and Dowling, JJ. Enumerated motions. 871—Browning, King & Co v. Chamberlain. 548—Farley v. Rectors. 615—In re Parkway, &c. 620—Robinowitz v. Greenspan. 578—Taylor v. Heft. 629—Gunderson v. A E Norton Co. 637—Hasard v. Lehane. 638—People v. Spinello. 639—Heilbrun v. German Alliance Ins Co.

SUPREME COURT—Special Term.—Part I., Erlanger, J. Littigated motions. 1—Schoenmann v. Lausser Realty Co. 2—Zadek v. Defranco. 3—Matter of Sohmer. 4—Matter of Sohmer. 5—Matter of Sohmer. 6—Matter of Lockman. 7—Herzog v. Herzog. 8—Birken v. Uranium S S Co. 9—Maempel v. Weir. 10—Same v. same. 11—Matter of Sohmer. 12—People ex rel Lee v. Tompkin. 13—Kuhnemann v. Hoffman-Dyerberg Const Co. 14—Matter of Quinroy Const Co. 15—Matter of same. 16—Matter of Potter. 17—Met Trust co v. Moore. 18—Matter of Sohmer. 19—Matter of Home of Rest for Consumptives. 20—Matter of De Rosa. 21—Waldron-Holmes Realty Co v. Hanf. 22—Piccillille v. 6th Av & 4th St Realty Co. 23—Riggs v. Froelich. 24—Feinglass v. Feinglass. 25—Prospect Inn Co v. F T Const Co. 26—Bauerdorf v. Egner. 27—Rogers v. Trustees of Columbia College. 28—Joio v. Long Island Elec R R. 29—Same v. same. 30—Matter of N Y Railways. 31—Delaney v. same. 32—Harrington v. Colonial Bank. 33—Belcher v. Belcher. 34—Gramercy Park Construction Company v. Russo. 35—Willner Co v. Willner. 36—Kupfer v. Benedict. 37—Lubelsky v. Lubelsky. 38—Tetzloff v. Tetzloff. 39—Greenbaum v. Greenbaum. 40—Bermant v. Gillies. 41—Vanderpool v. Edgley. 42—Peerless Pattern Co v. Pictorial Review Co. 43—L'Estrange v. Gaites. 44—Same v. same. 45—Newcomb v. Newcomb. 46—Holland v. Mercy Seat Baptist Church. 47—Ridley v. Walter. 48—Barenkowsky v. Goldman. 49—Roch v. Schiff. 50—Nesbett v. Porter. 51—Allen v. Fraser. 52—Corkery v. Daniels. 53—Matter of Uvalde Asphalt Pav Co. 54—People ex rel Barber Asphalt Paving Co v. Pendergast. 55—Miller v. Palmer & Singer Mfg Co. 56—Matter of Schnitt. 57—Edw Thompson Co v. Greanwald. 58—Dillenberg v. Jacobs. 59—Nimis v. Kraus. 60—Meadows v. Michel. 61—Bartelstone v. Miller. 62—Matter of Cardos. 63—Apsey v. Ward. 64—Michaelson v. Silverblatt. 65—Licalzi v. Licalzi. 66—McShane v. Lissberger. 67—Matter of Selden. 68—Kalish v. Hoyt & De Malleo. 69—People ex rel Stein v. Whitney. 70—People v. Watson. 71—Matter of City of N Y. 72—King v. Foley. 73—Albert v. Bernhard. 74—Alexander v. Cambridge Tile Mfg Co. 75—Silverman v. Hamburger. 76—Keller v. Stadler. 77—People v. Collins. 78—Masi v. Masi. 79—Morris v. Thomas. 80—Gottlieb v. Bernstein. 81—Colletta Co v. L'Hommedieu. 82—Whitson v. Whitson. 83—De Brunoff v. Am Bank Note Co. 84—Christiansen v. Wennemer. 85—Dawson v. R R Supply Co. 86—Matter of Schnitt.

SUPREME COURT—Special Term—Part II.—Bischoff, J. Ex parte business.

SUPREME COURT—Special Term—Part III.—Greenbaum, J. Motions. Preferred causes. 5182—Hanly v. Bull. 5183—Same v. Horton & Co. 5184—Same v. Pound. 5218—Schrayer v. Chaitin. 5223—Hymanson v. Laugrock. 5338—Solomon v. Samuels. 5340, 5341—Gershel v. same. 5358—Along the Hudson Co v. Merchant. 5199—Moore v. Munger Co v. Wyckoff, C & P. General calendar. 4775—Duncan v. Gomprecht Sausage Co. 3122—Ketcham v. Provost. 4880—Appel v. Appel. 1254—Curran v. Oppenheim. 1846—Same v. same. 3870—Cowan v. Bailey. 4807—Linehan v. Heather. 4547—Snyder v. Fisher Co. 4048—Petronio v. Rossito. 4763—Obermayer v. Geering. 4489—Glass v. Glass. 1840, 1841—Davies v. Davies. 4128—Liske v. Liske. 4502—Holmes v. Thain. 4535—Setteducati v. Devenuto. 4543—Phelps v. Phelps. 4550—Stevenson Brew Co v. Junction R R Co. 4558—Lagrez v. Smith. 4075—Silbert v. Silbert. 4046—Walsh v. Abernethy. 4583—Rabinovits v. Rabinovits. Clear.

SUPREME COURT—Special Term—Part IV., case on; Part V., case on; Part VI., clear; Part VII., case on; Part VIII., case on.

SUPREME COURT—Trial Term—Part I., (Criminal Term)—Davis J. 1—John L. Douglass. 2—Frederick Kann, (6.) Case on.

SUPREME COURT—Trial Term—Part II.—Delany, J. 6293—Swann v. Dennett Surpassing Coffee Co. 6401—Planco v. Tekulsky. 6498—Windsor Trust Co v. Hutchinson. 6426—Same v. Norton. 6479—Hodgens v. Jennings. 6259—Levinson v. Brennan. 6449—Hunt v. Breen. Clear.

SUPREME COURT—Trial Term—Part III.—Pendleton, J. 1464—Lofgren v. Whitridge. 876—Cohn v. Joline. 914—Reising v. same. 915—Hammett v. same. 928—Murtha v. Cent Park, &c, R R. 982—Warsauer v. Whitridge. 889—Canfield v. Int R T. 787—Schwartz v. Linch. 864—Flocker v. Hudson & Man R R. 986—Toner v. Cent Park, N & E R R Co. 980—Hallberg v. N Y C & H R R. 903—Reimer v. Joline. 1006—Constantino v. Whitridge. 926—Messler v. same. 948—Feldstein v. City of N Y. 974—Silverstein v. Joline. 1008—Lisi v. same. 1009—Pinchkoff v. B H R R. 1010, 1011—Fein v. same. 1016—Greenberg v. Bklyn Un El R R. 1021—Heller v. Nassau Elec R R. 1022—Senior v. Bklyn Elec R R. 1026—O'Connor v. Joline. 1035—Stein v. same. 1040—Same v. same.

SUPREME COURT—Trial Term—Part VIII.—Dugro, J. 8001—Smith v. City N Y. 3945—Mirsky v. Natl Fire Ins Co. 4202, 4203—Schmuckler v. Grinstein. 4034—Weibert v. Wills. 4350—Lipparelli v. Walter Beam Co. 4426—Scaravoglione v. Bd of Education. 2984—Bartosik v. Migdalski. 4448—Mason v. McAvoy. 4238, 4240—Metzger v. Campe. 4216—McDermott v. W J Sloane. 4138—Asch v. Hill. 4237—O'Neill v. Kraftmayer & Neuberger. 4364, 4371—Fabrigis v. Cuyne N Y. 4248—Zaretsky v. Brandeis. 4305—Dunne v. Rieser. 734—Kane v. Simons. 4498—Condran v. Carr. 4417—McDonough v. Amer Ice Co. 4068—Griffin v. Gelb. 4299—Moorehead v. N Y Edison Co. 4479—Connelly v. Kenn Well Cont Co. 4489—Schweitzer v. Union Switch Signal Co. 4287—Tokatch v. Lasker. 4405—Person v. N Y & Long Branch S B Co. 4375—Cravalla v. Bakers' & Con Co. 3826—Braunwarth v. Times Square Auto Co. 3687—Noonan v. Cohen. 4148—Moran v. Seacombe. 4176—Crawford v. Happel. 4319—Macry v. John Pierce Co. 4349—Allen v. Degnon Cont Co. 4472—Haugh v. Rosenheimer. 4473—Blutinger v. Seadale. 4477—Walsh v. T C Cab Co. 4480—Glendner v. Trainor. 4538—Paley v. Rubin. 4542—McGrath v. Shearman. 3037—Sinsgallo v. Ortolano. 3888—Smith v. Rubel. 4593—Boros v. Kardansky. 2100—Man Storage & Warehouse Co v. N Y & L I Traction Co. 4410—Alexander v. Allen. 4412—Sheridan v. McCallum. 4414—Johnson v. Phoenix Towing, &c. 4415—Mendes v. Martin. 4419—Williams v. Kemper. 4450—Monerieff v. City of N Y. 4455—Scharbach v. Finn. 4468—Weiss v. 5th Av Coach Co. 4469—Kantrowitz v. Levien. Case on.

SUPREME COURT—Trial Term—Part IV., case on; Part V., case on; Part VI., case on; Part VII., case on; Part IX., clear; Part X., case on.

SUPREME COURT—Trial Term—Part XIV.—Newburger, J. 8249—Mayer v. Cipolla. 2846—Cohen v. Lamar. 601—Tweedle Trading Company v. Schmidt. 5044—Smith v

BOTH SIDES YIELDING IN COAL CONFERENCE

Miners Willing to Accept a Form of Recognition That Doesn't Include Collection of Dues.

OPERATORS THINK WELL OF IT

Those In Negotiations Also Inclined to Give 10% More Wages and the Union Officials Feel Like Taking It.

After another long conference in the Union League Club yesterday between the sub-committees of the operators and miners in the anthracite region in an attempt to reach an agreement by which the men would reutrn to work, word was given out last night that some progress had been made. It developed that the only progress made was to draw up a tentative agreement based on a compromise between the things the miners want and those the operators are willing to give. This proved a difficult job, for the labor representatives did not care to admit that they were willing to accept anything less than the full list of their demands. The operators retorted that if this was the case they could only reply, as formerly, with a flat refusal to grant anything.

The committees talked for many hours, going over each proposal with great care and shaving it down to the lowest level it was thought the Committees of Ten would accept as reasonable. The representatives of the operators consented to yield a little in the matter of recognizing the labor organization known as the United Mine Workers of America.

The length they will go in this direction, it was said, is a willingness to recognize a grievance committee named by the labor organization, to which all complaints of the miners may be referred for settlement, instead of to the Conciliation Board that was created after the big strike in 1902. The miners have never cared for the Conciliation Board because they believe that it cares more for the mine owners than the mine workers, and that it takes the board too long to decide questions before it. For some years the miners have wanted their own committee to look after their side in all controversies, and if they can secure this concession now it will be considered a great victory.

All the Recognition Needed.

If this concession is granted the demand that the operators assist the union in collecting dues from the miners will be withdrawn. The two concessions will not be necessary, for if the union can control the Grievance Committee no miner would care to be outside of its protection. This would mean that instead of having only about 30,000 members to pay 50 cents a month in dues the union would have about 125,000 members. In other words, its revenues would jump from $15,000 a month to $62,000.

John P. White, the President of the United Mine Workers of America, is a new President. His pay is said to be $10,000 a year. It is because he wants his job to continue, with money enough in the union treasury to meet his salary, some of the operators say, that he is insistent in the demand that the union should have sufficient control over the workers to compel them to become active members of it. In answer, the union officials say that the majority of the miners want the union to be recognized for their own protection. If this could be conceded the operators, it was said, would have no difficulty in arranging matters so that work would be resumed within a few days.

If the Grievance Committee clause is adopted the Conciliation Board will be practically a dead letter.

The other sections of the tentative agreement include an increase of 10 per cent. instead of the 20 per cent. asked for and an agreement for one year instead of for three years. The miners, it was said, are entirely willing to accept a wage increase of 10 per cent., but the operators want to pay no increase at all, although it is believed that they will agree to pay 10 per cent. if they cannot do better. The actual money cost of any demands made by the miners is considered of less consequence than any of the other demands.

One of the greatest grievances of the miners is founded on the belief of many of them that they are not paid for all the coal they mine. They complain that a portion of every ton sent up is taken from them on the plea that it contained a good deal of rock. Heretofore there has been no way in which they could dispute these statements, and so they had to accept the allowance made. But with a committee looking after their interests and ready to carry any complaints right back to the operators themselves, they believe they will have a better chance.

Some Operators Concede the Point.

They also complain that the operators do not furnish enough props and tracks, and that a large percentage of the accidents that occur and which result in loss of life and in broken limbs is due to this lack of provision. Some of the operators are more than willing that the miners should be represented at the mouth of the mine, and in all of the other locations. One of them said:

"It would be a good thing for the operators if the miners had a committee to look after these things for them. Then their complaints could be made to the committee, and if anything went wrong it would be up to the committee of the men and not up to the operators. I am in favor of giving the men their own representatives because it would relieve us of a good deal of blame and responsibility."

John Mitchell, the labor leader, called on the miners' sub-committee yesterday and had a long talk with President White. Mr. Mitchell said afterward that he was not advising the committee, because Mr. White was able to look after the interests of the mine workers without any help from him.

"I am not an officer of the United Mine Workers of America," he said, "and the only interest I have in the present difficulty is that of a member of the organization and a citizen. I hope the men will win because they deserve to win. They work hard and long for inadequate wages. Since the men have stopped work I have been paying $6.50 a ton for coal, and I would be willing to continue to pay it and so would every other fair citizen if it was necessary to give the miners a fair wage."

Mr. Mitchell was asked if he would say anything about the talk he had with President Taft, but he declined.

"That matter was disposed of some time ago," he said.

President White refused to be quoted concerning any of the details of the conferences that are now going on. Speaking generally he said:

"We hope to reach an agreement that will be acceptable to both sides. I sincerely hope that an agreement will be reached. There are hundreds of thousands of people idle, and a very large amount of capital unemployed. The representatives of the miners are doing all they can to secure a peaceful settlement, and no effort on our part will be spared. The conerence will be resumed to-morrow."

Mr. White said that the vote in the soft coal regions in favor of the 5 per cent. increase was 150,000 for and 32,000 against. So the trouble there is at an end. It was said that this peaceful settlement of the soft coal controversy might induce the anthracite men to come to a settlement in order that their bituminous rivals might not gain an advantage by any shortage of hard coal.

HOLLAND TWICE INDICTED.

Accused of Extorting Money from Bank Cashier and Jailed.

NORWICH, N. Y., April 17.—Two indictments were returned in the Supreme Court to-day against Charles E. Holland of New York, charging him with extortion in obtaining $625 from Frank P. Arnold, cashier of the defunct New Berlin National Bank.

It is alleged that Holland obtained the money by threats to publish letters reflecting on Arnold's character. The offense is alleged to have been committed on March 8.

Holland was arraigned this afternoon and held in default of $7,500 bail.

ELECTRIC MEN ON A TRIP.

Calling at All Cities for Information for Railway and Manufacturers.

Twelve officials representing the American Electric Railway Association and the Electric Railway Manufacturers' Association started from New York last night on a journey of 11,000 miles through the United States and British Columbia. The car Advance, which will take them over the entire route between New York, the Rio Grande, and the Pacific Coast up to Vancouver, and back via the cities of the Northwest and Middle West, was attached to the 9:30 train from the Pennsylvania Station. In the party are Thomas N. McCarter, President of the American Electric Railway Association, and of the Public Service Corporation of New Jersey; W. L. Conwell, President of the Electric Railway Manufacturers' Association, and of the Transportation Utilities Company of New York; Gen. George H. Harries of Louisville, Ky.; Charles N. Black of San Francisco; C. Loomis Allen of Syracuse, N. Y.; Arthur W. Brady of Anderson, Ind.; James F. Shaw of Boston; Oscar T. Crosby of Wilmington, Del.; Charles C. Pierce of Boston; H. C. Donecker, Secretary-Treasurer, and Arthur Warren, of New York, representing the Committee on Public Relations.

Public meetings have been planned all along the route. The first will be held in Richmond, Va., to-day. The railway officers will return from their long journey at the end of May, and at the Electric Railway Convention in Chicago next October will make their report.

CITY HALL A FIRE TRAP.

So Croker Reports — Janitor Ryan Objects to Leaving Top Floor.

Former Fire Chief Croker, who has been studying City Hall, reported yesterday to Borough President McAneny that the building is a firetrap, and recommended that the present janitor's quarters on the top floor of the building be abolished. For more than 100 years living quarters on the top floor have been provided for the caretakers. Janitor Ryan filed a counter report to the effect that the building would be better guarded from fire if he remained on the premises. He pointed out that for over a century official caretakers of the building have kept a watchful eye on the structure, and that on at least one occasion the caretaker saved the building from destruction by fire.

Some time ago the Borough President ordered Janitor Ryan to find other quarters, and had his salary increased from $1,200 to $1,500 a year to enable him to pay rent elsewhere. Ryan declares that he is unable to find suitable quarters for his family near the hall. If Borough President McAneny's plans are carried out the janitor's room on the top floor will be thoroughly overhauled and the whole building made up to date so far as safety from fire is concerned.

$4,000 MORE FOR Y. W. H. A.

$250,000 Building Fund Campaign, Halted by Titanic Wreck, Resumed.

After a day's halt, due to the shock of the Titanic disaster, the workers in the campaign of the Young Women's Hebrew Association to raise $250,000 for a new building by April 25, resumed their efforts yesterday. The work was halted by the anxiety of many of the workers for relatives and friends, and by the impossibility of interesting persons interviewed in any other subject than the catastrophe.

At yesterday's luncheon at the campaign headquarters, on the third floor of the old Tiffany Building, Broadway and Fifteenth Street, new contributions of about $4,000 were reported. Louis Allen Abramson, the campaign manager, stated that but for the Titanic disaster the great rate of increase shown on the earlier days would have continued. It will take a day or two, he said, for the work of raising the building fund to go on at a normal rate.

Daniel P. Hays was the principal speaker at yesterday's luncheon. He said the work of the Young Women's Hebrew Association is such that it deserved a new building years ago. He expressed the belief that its claim to recognition at the present time will be satisfied.

"NELLIE BLY" IN COURT AGAIN

Mrs. Seaman's Counsel Will Try to Get Her to Answer Questions.

Further contempt proceedings were started against Mrs. Elizabeth C. Seaman (Nellie Bly), before Judge Mayer in the United States District Court, Brooklyn, yesterday. Irving L. Ernst, who appears in the case as a new counsel for Mrs. Seaman, obtained an adjournment of the hearing until Tuesday afternoon. At previous hearings of the bankrupt Ironclad Company's affairs she was adjudged in contempt. When it looked as if she was about to go to jail a friend paid the fine off $600 imposed by Judge Hough.

Mrs. Seaman was asked to take the stand yesterday and to testify as to the whereabouts of John F. Durkes, the auditor of the Ironclad Company, who is said to have obtained possession of several bank books of the bankrupt concern that the referee wants. She declared she did not know where Mr. Durkes was but went to the telephone and tried to get in communication with him. When she returned to the witness stand she said that Mr. Durkes had been in Syracuse but had left there. Her counsel assured Judge Mayer that he would try to induce her to answer questions put to her at next Tuesday's hearing more specifically.

ACCUSE BOY OF BLACKMAIL.

He Wrote a Black Hand Letter to His Employer, Police Say.

Barnett Wisopsky, 14 years old, of 43 Eldridge Street, an errand boy, was arrested yesterday afternoon by detectives of the East Twenty-second Street Station on a charge of juvenile delinquency, and was later taken to the Children's Society. According to the police, the boy sent a threatening letter to his employer, Frank C. Kelly, a jeweler, of 41 East Twenty-first Street, demanding $500. After the boy had been taken to the station house, the police say, he admitted being the author of the letter. He will be arraigned in the Children's Court this morning.

According to the police, Kelly received a letter yesterday morning in the first mail delivery signed, "Signor Ferusie," demanding that he, under the penalty of death, place the sum of $500 in small bills and gold in an envelope in the hallway of the Twenty-first Street address.

RABBIS ELECT OFFICERS.

Also Go on Record as Favoring Uniforming Marriage Laws.

BALTIMORE, April 17.—The central conference of American Rabbis to-day concluded its twenty-third annual convention with the re-election of Rabbi Samuel Schulman as President and the rest of the present officers and members of the Executive Committee.

The next place of meeting will be selected by the Executive Committee.

Resolutions were adopted expressing "hearty approval of every effort toward effecting National uniformity of marriage and divorce laws and toward requiring, through legislation, physical and mental health on the part of those entering the marital state."

$30,000 for Brakeman's Life.

WHITE PLAINS, April 17.—A verdict of $30,000 was awarded by a jury in Part II. of the Supreme Court here to-day, Justice Keogh, presiding, to Mrs. Elizabeth A. Ullrich of Mamaroneck, who sued the New York, New Haven & Hartford Railroad for $75,000 for the death of her husband, John F. Ullrich, a brakeman.

On Oct. 20, 1911, Ullrich was throwing a switch in the company's yards in Westchester Village, when four cars "kicked back" and ran him down. Both of his legs were cut off by the wheels, and he died soon afterward. Ullrich was 35 years old. His widow has four small children.

RAILROADS HOLD UP ENGINEERS' ANSWER

Managers Confer All Day, but Adjourn Without Sending Out a Word.

CHIEF STONE IS PATIENT

Definite Action Expected To-day—Railroads Say Rate Decreases Have Made Advances Impossible.

The committee of the Brotherhood of Locomotive Engineers sat around its headquarters in the Broadway Central Hotel all day yesterday waiting for a reply from the Conference Committee of Railroad Managers to its demand for an increase in wages. At 6 o'clock no reply had come, and they drifted away, disconsolate. Grand Chief W. S. Stone of the Brotherhood said that he was not disappointed, because he supposed the committee of managers had not had sufficient time to formulate its reply to the second overtures of the Brotherhood.

"We intend to give them a reasonable amount of time to send us their last word," he said.

The committee of managers met at 50 Church Street and went over the whole matter of the demands again. The engineers want an increase of about 18 per cent. in their present rate of wages. When the demand was made, about three weeks ago, the managers of the fifty railroads in the Eastern district, which are the only ones involved, declined to concede the increase. They pointed out that it would inflict an additional expenditure of $7,553,792.74 a year upon the roads, and that they could not afford it.

The Brotherhood insisted that the demands be met by a vote of 93 per cent. of the total membership. This gave the brotherhood committee the right to call a strike, and it was because of this action that the negotiations were reopened. About a fortnight ago Chief Stone was quoted as saying that if the demands were refused all of the roads would be tied up and that this city would be facing starvation.

There are 25,700 members of the Brotherhood. The Brotherhood of Locomotive Firemen and Enginemen has a membership of 75,000, of whom 15,000 are members of the engineers' association. Then there are about 6,000 firemen who are not affiliated with either one of the organizations. There has always been considerable rivalry between the two organizations, and it was said yesterday that the engineers would not be able, perhaps, to tie up all of the roads even if a strike was called.

Say Increase Is Impossible.

The managers said again yesterday that the roads could not possibly give the increase in wages asked for. They are still of the opinion that no matter how far they are willing to go in the matter of making concessions to the engineers, further demands would be made again in a year or two, and that finally the whole matter would have to be fought out in long and bitter warfare. There was no intimation that this desperate issue will arise this time, but the general opinion was that it draws nearer with each agitation of the wage question.

The managers talked over the situation for several hours yesterday and then adjourned for dinner and met again later in the evening. Then there was more talk, and finally they adjourned to meet again this morning in the offices of the New Haven Railroad Company. Efforts will be made to reach some conclusion at today's meeting. It is possible that a conference will be held between the two committees and some sort of an agreement reached.

The managers say that the wage advance to engineers and other employes in 1910 was made in expectation of a much needed advance in freight rates, which the Inter-State Commerce Commission declined to allow, and that enforced reductions of rates have been more or less continuous since that time. They also declare that many more important rate reductions are now pending. It has been charged by some of those familiar with the friendly relations that have always existed between the railroad managers and the Brotherhood of Locomotive Engineers that the present demands are for the purpose of restraining any further reduction in the rate of freight, but the fact is that the Brotherhood has now the power of calling a strike, and that the vote of the members of the organization has taken the matter largely out of the hands of Chief Stone and his fellow-committeemen.

Advances Made Two Years Ago.

The managers also say that it is less than two years since the last adjustment of engineers' wages was made in the Eastern District, which resulted in an annual increase of pay amounting to $3,923,680.61, or 10 per cent. per annum. In this adjustment, they say, all conditions of the service then prevailing were considered and provided for, and since that time there has been no substantial change in these conditions. They declare that the ability of the railroads to meet the recurring demands for increased wages is measured by the net results of their operation and the sum of the obligations which they must meet to maintain their solvency.

Among the other reasons they advance for a possible absolute refusal to grant the demands of the engineers is the constantly increasing expenses of operation, which "have so narrowed the margin which is essential to the existence of many of the roads that further increases in operating costs are viewed with grave concern."

The figures which the managers have collected to help them in the present emergency show an increase in the gross earnings of the roads involved of $18,559,659, but a decrease in the net earnings of $27,650,200, and that while 8,197 fewer men were employed during these years (1910 and 1911) the total wages increased $30,416,802.

The members of the Committee of Managers are:

Erie Railroad—Vice President J. C. Stuart, Chairman; Baltimore & Ohio—General Manager A. W. Thompson; Delaware & Hudson—Vice President and General Manager C. S. Sims; New York Central Lines east of Buffalo—Vice President and General Manager A. H. Smith; west of Buffalo, Vice President C. E. Schaff; New York, New Haven & Hartford—Vice President H. J. Horn; Pennsylvania, east of Pittsburgh—General Manager S. C. Long; lines west of Pittsburgh, General Manager G. L. Peck; Philadelphia & Reading—General Manager A. T. Dice; Western Maryland—General Manager J. A. Shepherd; Wheeling & Lake Erie—Receiver B. A. Worthington; Long Island—General Manager J. A. McCrea.

FIFTY DOLLARS AHEAD

SOMEONE has said that the "difference between wealth and poverty is the difference between being $50 ahead and $50 behind."

Our savings plan helps you to save $10 a month until you have $200 or it enables you to invest at once any sum of money you have saved.

Our guaranteed certificates are in amounts of $200, $500, $1,000 and $5,000.

Interest at 4½% on all sums from $10 up from the day you invest your money.

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UNIONS URGE 54-HOUR BILL.

Delegates Will Go to See Gov. Dix About It To-day.

A mass meeting under the auspices of the Allied Printing Trades' Unions, the Garment Workers' Unions, and other organizations of labor at which representatives of the Committee on Safety, the New York Child Labor Committee, the Committee on Congestion of Population, and other civic bodies were present, was held last night in Webster Hall, 119 East Eleventh Street, and resolutions were adopted urging Gov. Dix to sign the Fifty-four-Hour Labor bill, known as the Jackson-McManus bill. A delegation was chosen to go to Albany to-day to present to Gov. Dix the urgency for having the measure approved. The delegation is composed of Peter J. Brady, Secretary of the Allied Printing Trades Council; A. Bisno and Miss Gertrude Barnum of the Ladies Garment Workers' Union, Miss Sarah Perkins of the Consumers' League, and Dr. H. Moskowitz.

Senator McManus explained to the representatives of the different organizations present last night that the Fifty-four-Hour bill, for which they had been working for six years, was in imminent danger of being defeated, inasmuch as it was rushed through the Legislature at the last moment, and was only one of about 400 or 500 other measures which had to be approved or vetoed by the Governor before he departs for Europe.

Senator McManus said that the bill had met with strenuous opposition, especially from the canning interests and textile manufacturers, and he urged those present to take immediate action to support the bill.

The bill prohibits the employment of women and children in any factory in the State for more than fifty-four hours a week, and this limit, as Senator McManus pointed out, has been adopted by several other States, while California and Washington has adopted a forty-eight-hour law.

A number of New York clergymen have written Gov. Dix requesting him to sign the Fifty-four-Hour bill. Among them are Dr. Felix Adler, the Rev. Henry E. Cobb, Dr. Fewell Dwight Hillis, Charles S. McFarland, Dr. Walter Laidlaw, Dr. William T. Manning, and Rabbi Stephen S. Wise.

TAFT CALLS FOR FLOOD FUND.

Situation Along the Mississippi Desperate, He Says.

WASHINGTON, April 17.—An appeal on behalf of the Red Cross for funds to aid the flood sufferers in the Mississippi Valley was made to the public to-day by President Taft, who is President of the society. The President states that conditions are so acute as to require immediately "resources far in excess of those now at command." The appeal says further:

> The National Director of the Red Cross, after a careful survey of conditions along the river, has reported that the facts as they exist are even more desperate than have been described in the present dispatches. Reports from the army officers stationed in the flooded districts confirm the report of the National Director in every particular.
>
> It therefore becomes my duty as President of the American Red Cross to lay these grave facts before the ever responsive people of the entire country, urging that from their never-failing sympathy they contribute promptly and effectively to the creation of an adequate relief fund.

The President states that the conditions of suffering and destitution have assumed an intensity and magnitude which demand prompt help. The 25,000 persons temporarily homeless and dependent, he says, will soon be threatened with typhoid, dysentery, smallpox, malaria, and other diseases unless prompt and vigorous measures are taken.

The floods will cost the Government $1,137,839. This estimate was submitted to Congress to-day by Secretary of War Stimson.

NEW ORLEANS, April 17.—A telegram received here to-day by Mayor Behrman from John M. Parker at Vicksburg, telling of the desperate conditions of the flood sufferers in and near Tallulah, La., says:

"Am informed water rising so fast that Tallulah is in peril. Inhabitants should be moved to high ground. Have chartered every available skiff and launch."

KEEPS BISCHOFF PAPERS.

Wick Refuses to Turn Over Documents in Banker's Estate.

Surrogate Cohalan announced yesterday that he would send to a referee the claim of Attorney Clark A. Wick that he has a lien on the papers in the estate of Henry Bischoff, the banker and father of Supreme Court Justice Bischoff. Mr. Wick was retained by Mrs. Eva P. Bischoff, wife of Franklin D. Bischoff, a lawyer, of Newark, to take proceedings to increase an allowance of $90 a month she was getting for the support of herself and her daughter. Through Wick's offices she got $7,000 from the $70,000 estate of Henry Bischoff, her father-in-law. Wick appeared for her in accounting proceedings under the elder Bischoff's will and said that at one time Mrs. Bischoff considered suing her husband for separation or divorce.

Gilbert W. Minor, another attorney, was employed in these affairs also, Mr. Wick said, and that neither he nor Minor has been paid in full. Some time ago Mrs. Bischoff served notice on Mr. Wick that she had engaged Giuseppe Maggio as her attorney. Mr. Maggio served notice on Mr. Wick to surrender the papers, which the latter refused to do, asserting a lien.

ARE CHICKENS ANIMALS?

Puzzling Problem Comes Up In White Plains $15,000 Poisoning Case.

Special to The New York Times.

WHITE PLAINS, N. Y., April 17.—For two days Supreme Court Justice Mills and a jury here have been listening to testimony in the action of Arthur Hasselman for $15,000 damages against Prof. James Peabody. Hasselman contends that his health has been permanently impaired by eating chickens the instructor poisoned with cyanide of potassium mixed in bran.

The professor, who is connected with the Morris Heights High School, Manhattan, admits that he used the cyanide once because Hasselman's chickens insisted on roosting on his front stoop and in tearing up his garden and his flower beds.

Many intricate problems of law came up to-day, including the question as to whether a chicken is an animal as described in the old common law, which makes the poisoning of animals a criminal offense.

The plaintiff declared that his digestion was so affected by the poisoned chicken that he lost twenty pounds.

"How did you feel after you had eaten of the chickens?" his lawyer asked.

"My heart began to beat very rapidly, and I had intense pains around that organ."

"How did the chickens look after they came home from Mr. Peabody's?"

"They went around with their bills up in the air."

Prof. Peabody testified that at one time he counted sixteen chickens on his lawn, and that his diary was filled with daily notations of the visits of the hens. He admitted he put the cyanide of potassium in bran only on Jan. 29, 1911. Previous to this he shot a hen and hung it up in a tree as a warning to Mr. Hasselman that he had not kept his agreement to keep the hens locked up.

"Mr. Hasselman, when he saw the dead hen, was very angry," said the professor. "He called me a lot of bad names and also said I was a coward to shoot the hen. Then I shot another hen to show him that I was no coward."

The jury will bring in a sealed verdict to-morrow morning.

Strikers Clash with Police.

Striking lathers attacked a squad of police and strikebreakers who were being escorted to the 157th Street station of the Subway last evening from a building being constructed on that street near Broadway. There was a fight for half an hour, during which stones, bottles, and small hatchets were thrown. Several of the strikebreakers sustained minor injuries, and five strikers were arrested after the reserves of the West 152d Street Station had been summoned.

MORE HELD IN BANK WRECK.

Teutonia Director Prefers Jail to Obtaining $55,000 Bail.

NEW ORLEANS, April 17.—Further investigation into the affairs of the suspended Teutonia Bank and Trust Company resulted in the arrest of A. Wagatha, Vice President and former Cashier, to-day on the charge of receiving deposits knowing that the bank was insolvent. He furnished $10,000 bail.

Eugene F. Bunler, President, was arrested twice yesterday, four times in all. He is out under $45,000 bail to answer charges of embezzling $6,500 and $8,500, making false statements concealing the condition of the bank, and receiving deposits knowing of its insolvency.

Joseph H. Gomila, Director and Chairman of the Finance Committee, made another trip to the jail and decided to stay rather than furnish $55,000 bail. He is held on six charges; two of embezzlement, making false statements and concealing condition, and three for forgeries of approximately $14,500.

Frank J. Braud, former Cashier, charged with embezzling $60,000, is in jail in default of $20,000 bail. Emil C. Roehl, W. S. Rogers and P. E. Brue are held as material witnesses.

AVOID LAWYERS, SAYS COURT.

Don't Consult an Attorney About $4.75 Claim, Justice Advises O'Brien.

John J. O'Brien of 52 East 133d Street got up in the Supreme Court yesterday while Justice Erlanger was hearing an application for an accounting of the assets of Harris Bartelstone & Sons to say:

"Judge, I have a claim against these people for $4.75. Can't I get the money?"

Justice Erlanger smiled and said:

"You go home and wait for your money. Your claim will be passed on in due course."

"But, Judge, what steps should I take to collect it? It costs me a day's pay every time I come to court."

"Well, don't get a lawyer. Your claim is so small he would get all the money," replied the Court.

The answer raised a laugh among a large gathering of lawyers in the court room.

COTTON MARKET GOOD.

Unsettled Condition for Fine Fabrics Not Affecting Others.

The present unsettled condition of the fine cotton fabric trade is having no detrimental effect in the general cotton goods market. Buying in the medium and coarser grades continues in satisfactory volume, and several lines of wide sheetings have just been advanced a cent a yard. Advances on other lines are expected under the stimulus of a good demand. Denims, tickings, and other coarse yarn fabrics are meeting satisfactory sale, and in the opinion of a prominent commission house head, the general market is stronger at this time than for the past three years. If present prices can be maintained during the next two months, the trade will enter a period of prosperity such as characterized business before the panic of 1907.

The political situation is causing a little anxiety, and the choice of candidates at the coming conventions is being eagerly waited. The approaching new season is also said to be the cause of a little uneasiness, as it has been customary for certain mills to cut prices at the opening to secure business from competitors. It is generally believed, however, that the usual cut will not be made this year, because of the present low condition of primary stocks.

Export orders for cotton piece goods from the Red Sea districts continue to come in slowly, and in less volume than those booked a month or two ago. Shipments are now being made more regularly, and notice of a substantial advance in freight rates is causing activity on the part of exporters to secure early shipments in an endeavor to avoid the increase.

FEWER SHOE INDICTMENTS.

Court Dismisses Complaints Against Nine Men at Government's Request.

BOSTON, April 17.—On the motion of the Government attorneys the complaints against nine of the defendants in the Government's suit to dissolve the United Shoe Machinery Company were dismissed in the United States District Court to-day. These defendants had demurred on the ground that they were not parties to the organization of the United Shoe Machinery Company and did not share in its profits. They are the United Awl and Needle Company, United Fast Color Eyelet Company, S. A. Felton & Son Company, Campbell-Boswell Machinery Company, Boston Blacking Company, J. C. Rhodes & Co., Inc.; Rimmon Eyelet Company, S. C. and C. Corporation, and the Thomas G. Plant Company.

This course will enable the Government to proceed at once to the trial of the United Shoe Machinery Company and ten subsidiary companies which have filed answers to the bill of complaint.

STEEL TRADE IMPROVING.

Authorities Find Encouraging Signs —Pig Iron Rise Significant.

Further improvement in the steel and iron trade is commented on encouragingly by the leading trade authorities, who attach great significance to the advance in pig iron prices, and in some of the semi-finished materials. The Iron Age says:

> Of most importance from a tonnage standpoint was the heavy buying of steel bars by agricultural machinery interests. Leading manufacturers in this line contracted for their bars for the remainder of the year, as high as 1.15c Pittsburgh being paid for such deliveries. Probably 200,000 tons were taken in these contracts.
>
> Not only has pig iron been bought on a liberal scale but what is happening in that market is of growing significance, since at last pig iron prices are on a level, giving some profit. A prostrated pig iron market was a poor foundation on which to advance finished material. That condition in the basic industry no longer exists.
>
> The pig iron buying has included basic, malleable, and foundry irons, and has taken in nearly all districts. At Chicago sales have amounted to 70,000 tons. Buffalo furnaces have sold quite heavily, a considerable part going to Canada. Important foundries in the East and in the Central West have covered for the third quarter, and not a few for the second half of the year. Northern furnaces have not followed the Southern advance, but even so some of the former have secured 75 cents to $1 advance over the cost line sales made in the last six months.
>
> Semi-finished steel is stronger, particularly open hearth, and sheet bars have sold up to $30.30 at Youngstown. American sellers of export sheet bars are no longer willing to sell at 95 shillings, Liverpool.

The Iron Trade Review says:

> The announcement of the Carnegie Steel Company of an advance of $1 on steel bars, effective April 20; the advance of Republic Iron and Steel Company to $1 on bars and plates, and general expectation that independents will act in harmony with the policy of the Steel Corporation in endeavoring to establish higher levels have stimulated the making of contracts at old prices. Nearly all indications are that the market situation is stronger, but the fact that the demand is again slackening in the East, particularly in Philadelphia territory, where there is some shading on plates and shapes, cannot be ignored. Philadelphia is apparently the weakest spot in the country on shapes. In the Chicago district conditions are highly satisfactory. An announcement just made by the Cambria Steel Company that it has adopted the eight-hour day for its blast furnace workmen, effective at once, is far-reaching in its importance to the industry. While iron and steel makers generally have been working to bring about the establishment of the eight-hour blast furnace day they have sought to do this gradually. The action of so important an interest as the Cambria Steel Company will undoubtedly accelerate the movement toward the general adoption of the eight-hour day by pig iron makers, which will add materially to costs.

Vanderbilt on Guaranty Trust Board.

W. K. Vanderbilt, Jr., was elected a Director yesterday of the Guaranty Trust Co. A few weeks ago George J. Gould was added to the board. Mr. Vanderbilt after serving for some time as assistant to the President of the New York Central was recently made a Vice President of the system.

THE BUSINESS WORLD

WANT DUTY ON LACE CUT.

Importers to Appeal to Underwood and Show Cause.

It was learned from authoritative sources yesterday that an appeal for revision of the present tariff covering importations of laces and embroideries will shortly be made to Representative Underwood, Chairman of the Ways and Means Committee, by a number of New York importers. Under the present tariff the majority of lace and embroidery imports are subject to a 60 per cent. ad valorem duty. Importers say this duty is too high, pointing out that since the passage of the Payne-Aldrich tariff in 1909, domestic production has grown so rapidly that the present protection afforded this industry is no longer needed. The number of embroidery machines in operation in this country is being added to almost daily, according to one of the most prominent importers in the trade, and the necessity of a high protective tariff is diminishing in proportion to the increase in domestic production.

It is also pointed out that with the growing demand for embroideries on the part of various European women, a large part of the St. Gall production is being diverted to other channels, and that shipments to the American markets are showing a decline. With a large part of the competition of St. Gall manufacturers removed in this way, importers declare that if the present rates of duty above 50 per cent. ad valorem were reduced to that figure, with further reductions in the future as deemed advisable, the domestic industry would still be amply protected. The high cost of labor in this country, as compared with Switzerland, is the chief reason why protection is needed at the present time, and it is said by importers that the introduction of the recently perfected Saurer automat into this country will reduce the cost of production at least one-third. This machine, it is said, in no way conflicts with the patents covering the Groebli automat now in operation here, and as far as known its introduction in this country depends only upon the initiative of enterprising manufacturers.

It is also stated that a reduction of the present tariff would be a direct benefit to American consumers, inasmuch as the product of domestic embroidery factories is inferior to Swiss merchandise at the present time in finish and wearing qualities.

SILK IMPORTS DOWN.

Five Weeks' Dutiable Shipments $600,000 Less Than in 1911.

Dutiable silk imports entered at the Port of New York during the five weeks ending March 30 aggregated $2,106,876, against $2,719,877, entered during the corresponding period in 1911, according to statitsics issued yesterday by the Silk Association of America, 487 Broadway. Of this total $633,296 covered the value of fabrics woven in the piece, a decline of $279,078, as compared with imports of these fabrics in March, 1911.

Free raw materials entered during the same period totaled $1,472,034, against $2,007,597, entered in 1911. Of these materials raw silk imports aggregated $1,422,935, a falling off of $350,727. Imports of cocoons, which in March, 1911, were nominal, totaled $1,765. Waste silk shipments showed an increase of $5,127, aggregating $24,121.

FOREIGN TRADE OPPORTUNITIES.

Special to The New York Times.

WASHINGTON, April 17.—The Consular and Trade Report will note the following foreign trade opportunities. Further information regarding these may be obtained by addressing the Bureau of Manufactures, care of the Department of Commerce and Labor, Washington, D. C., giving the number of item referred to.

8,573. REPRESENTATION IN SPAIN AND PORTUGAL.—The Bureau of Manufactures is in receipt of a communication from a correspondent stating that he is about to make a commercial tour of Spain and Portugal. He states that he will undertake to represent and establish connections for American manufacturers.

8,574. FIRE DEPARTMENT APPARATUS.—Consul General David F. Wilber of Vancouver, B. C., Canada, has forwarded copy of a notice calling for tenders for fire department apparatus that has been authorized for that city. Bids will be received by the City Clerk, Vancouver, until May 2, for one auto gasoline pumping engine, two auto hose wagons, and one combination chemical engine and hose wagon, auto; also miscellaneous equipment for each car.

8,575. WATERWORKS AND SEWERAGE FRANCHISE.—An American legation in a foreign country reports that the local Government will undoubtedly in a short time take measures to install systems for supplying water to cities in the country. The Government intends that this enterprise shall be given to a private company under a franchise for ninety-nine years. Bids for this franchise will be invited and the award will be made to the bidders offering the lowest metered rates to consumers.

8,576. BRIQUET-MAKING MACHINERY.—A resident of Germany informs an American consular officer that he desires the names of the manufacturers or inventors of a briquet-making machine according to the Armstrong-Mordan process.

8,577. CONSTRUCTION OF BUILDINGS FOR NORMAL SCHOOLS.—The American Consulate General at San Salvador, Salvador, reports that the Ministry of Public Instruction of Salvador has advertised for bids for the construction of two buildings of reinforced concrete and concrete to be occupied by the normal schools. The buildings are expected to cost about $60,000 each. Bids must be received by the Ministry on or before July 4.

8,578. LEATHER.—An American Consul in Europe reports that there are excellent opportunities for the American exporter in his district. A firm engaged in the agency business for many years has expressed a desire to represent American manufacturers of leather, especially fine upper leathers.

8,579. GLASSWARE OF VARIOUS KINDS.—A business man in a European country has advised an American consular officer that he would like to secure an agency from some American firm exporting cut glass, pressed glass, glass vases, and compot dishes of colored glass.

8,580. FURNITURE.—A firm of manufacturers' agents in a Latin-American country informs an American consular officer that it desires to obtain the local representation of the following lines of American goods: Roll top desks, basket furniture, cheap chairs, better class of office furniture, bookcases, cradles, combination chairs, and other lines of furniture.

8,581. EXPLOITATION OF MINES.—Tenders are invited by the Prefecture, Algiers, Algeria, for the exploitation of copper, silver, and lead mines of about eighteen square kilometers. No further particulars are supplied.

8,582. TELEPHONES.—The Deputy Postmaster General, Perth, Western Australia, will receive bids until May 8 for the supply and delivery of common battery telephones.

8,583. RAILWAY CONSTRUCTION AND ROLLING STOCK.—The Minister of Ways and Communications in the Russian budget for 1912 has allotted $58,254,504 for railway construction, $26,900,704 for extension and improvements, and $9,599,695 for rolling stock.

8,584. HARBOR EXTENSION.—An important scheme of harbor extension is projected for Dundee, Scotland, at an estimated outlay of $875,970. It is proposed to build a wall along the river front for 1,000 feet. An estimate drawn up is framed as follows: Cost of monolith wall and fendering, filling at back of wall, (ferro concrete,) shed, roads, drains, cranes, lighting, and extension of the common sewer, $754,893; cost of dredging a berth 200 feet wide to a depth of 28 feet below harbor datum and dredging the bank in front of berth to 20 feet below harbor datum, $155,728. It is also suggested to have a new 120-ton crane on Sheer legs, the estimate being $72,997 for the crane and $24,332 for the necessary foundations.

8,585. RAILWAY.—The Public Works Department, La Paz, Bolivia, invites tenders for the construction of a railway from Petosi to Sucre and from Quiaca to Tarija. Particulars as to date for receipts of tenders are not furnished.

8,586. TRAMWAY EXTENSION.—The London County Council, Spring Gardens, S. W., London, England, contemplates the extension of its East India dock road (London) tramway section, and is prepared to receive tenders for the execution of the work.

8,587. DRY DOCK TENDERS.—It is reported that the Canadian Federal Government will call for tenders for the erection, under the dry dock act, of a huge graving dock in the Port of Quebec.

8,588. CRANES.—L'Administration de la Marine, Dunkirk, France, is prepared to receive tenders for supplying cranes, the estimated value of the contract being $198,553.

8,589. TELEPHONE INSTALLATIONS.—In the Norwegian budget for 1913 provision is made for the expenditure of $450,539 by the Post and Telegraph Department for telephone installations. Details are not supplied.

8,590. HARBOR WORKS.—The Harbor Board, Valencia, Spain, will expend about $250,000 on harbor works. Particulars, form of tenders and conditions may be obtained from Junta De Obras Del Puerto, Valencia, Spain.

8,591. BRIDGE.—Tenders are invited by the Public Works Department, Montevideo, Uruguay, for the construction of a bridge over the Arapey Grande. Tenders will be received through local agents only.

FOREIGN TRADE INCREASES.

Exports and Imports for Nine Months Larger Than in 1910.

WASHINGTON, April 17.—Exports from the United States last month exceeded by more than 25 per cent. those of any preceding March. The exports aggregated in value $205,332,928, against $161,933,204 for March of last year, according to the figures of the Commerce and Labor Departments, Bureau of Statistics. This brings the total value of exports for the nine months ending with March up to $1,711,329,733, as comp

CITY ABOUT TO SELL $65,000,000 BONDS

Offering for May 7 to Yield 4 1-4 Per Cent.—Notes Already Issued to be Taken Up.

GOOD MARKET FOR THEM NOW

Curb Fixes When Issued Price at 100¾ Bid—Printing Contract Again to Go to Lowest Bidder.

Controller Prendergast announced yesterday that he would sell $65,000,000 4¼ per cent. fifty year bonds of the City of New York on May 7, at 2 P. M. The sale will take place in the office of the Controller, 280 Broadway. The 4¼ per cent. rate was approved at a special meeting of the Sinking Fund Commission held yesterday.

Controller Prendergast said that as there had been no sale for more than a year and a quarter, the financial markets were comparatively barren of city securities. He said that there had been some demand in January, but that the city had no need for the money at that time. More than $300,000 of net interest will be saved to the city by delaying the sale until May. The Controller noted that city 4's are selling from par to par and ¼ and that if the new 4¼s assumed the same basis in the market, they would be worth ultimately more than 105.

The bonds to be sold will be divided in three classes: $25,000,000 for various municipal purpose, $20,000,000 for water, and $20,000,000 for rapid transit. The sale will be the largest in the history of the city, being $5,000,000 more than the sale of last year. The Controller said that he felt confident that it will not be necessary to hold any further sale for at least one year.

The Controller will redeem corporate stock notes issued in anticipation of the coming sale, at par, with accrued interest, on any day after the sale has been completed, irrespective of the date of maturity of the notes.

New York City has outstanding at the present time about $40,000,000 of short term notes issued under the law of 1911, allowing the Controller to issue such temporary securities pending the sale of bonds. Before the sale on May 7 it is expected that this total will be much increased, so that it is not likely that the city will have more than a few millions left after refunding its short term notes.

Bond dealers who have taken a prominent part in bidding for previous issues of city bonds said yesterday that the $65,000,000 offering on May 7 promised to be largely oversubscribed, and that they would command a fair price. They pointed out that the Controller would have received a better price had the new bonds been authorized six weeks earlier. At the time the 4¼s of 1960 were selling in the open market at 103. Yesterday these bonds were quoted at 101¼. When the announcement of the new issue was received the curb market fixed a "when, is and if issued" quotation of 100¾ bid, 101¼ asked.

Wall Street was particularly interested yesterday in learning whether or not the new issue will be listed on the New York Stock Exchange. While not all of the bond men are agreed that listing is essential to a good price, it was argued that the higher price commanded by the last issue listed on the Exchange, the 4¼s of 1936, demonstrated the wisdom of complying with the regulations of the Stock Exchange. The New York Banknote Company obtained the contract for engraving the last issue of New York City bonds by submitting a bid well below the price made by the American Banknote Company. These securities have never been admitted to the Exchange.

Asked about this point, Controller Prendergast said that the printing of the new bonds will again be let after competitive bidding, and that the contract will be let immediately to the lowest bidder complying with the requirements. Mr. Prendergast said that he was not concerned whether the American or the New York Company obtained the contract.

"If the Stock Exchange see fit to refuse to list the bonds supplied by the New York Banknote Company that is their own affair," he said. "Personally, I think that all the city bonds should be listed, but that is a matter for the Stock Exchange to decide. We are going to hold the sale no matter who gets the printing, or whether the bonds will be listed or not."

BRICK DEALERS TESTIFY.

New Jersey Man Says Greater New York Controls the Price.

Audley Clarke, a builder and dealer in building materials in Brooklyn, was the principal witness yesterday before Magistrate Freschi in the Tombs Court when the investigation into the Greater New York Brick Company was continued.

Mr. Clarke testified that two weeks ago the Mahnken Company and Coney Island Company were selling North River brick in competition with other New York and Brooklyn dealers and that the Mahnken Company was selling at fifty cents less than he could sell the same brick. He spoke to Senator John B. Rose about the condition of the market, saying that the Greater New York Brick Company was selling brick at $7.75 per 1,000, delivered, whereas he was able to buy at $7 per 1,000 in New Jersey, but was forced to pay $1.25 per 1,000 for cartage. According to the witness Senator Rose promised to investigate the matter but never did. Clarke added that the offices of the Mahnken Company and Coney Island and Company were connected with Senator Rose's office at 103 Park Avenue by a door.

Francis M. Howland, another dealer, testified that he had been asked to refuse to allow reputable dealers to take brick from his barges by the Greater New York Brick Company, but had refused to do so. The principal person whom he was asked to restrict was Graham Murther of East 109th Street and Harlem River, he testified.

Arthur C. Wood, the General Manager of the Brooklyn Builders Supply Company, testified that he was connected with the Sayer-Fischer Company of New Jersey and that the concern turned out about 150,000,000 brick annually and shipped about 75,000,000 to New York. He said that only 10 per cent. of all the brick used in this city were manufactured in New Jersey. He said that the Greater New York Brick Company controlled the market price of brick.

The last witness called yesterday was Frank D. Wise, formerly the Treasurer of a builders' supply company. He said that the price of brick had been advanced twenty-five cents per month since the formation of the Greater New York Brick Company.

REPORTS ON THE WABASH.

J. W. Kendrick Investigated Conditions for the Wallace Committee.

J. W. Kendrick, formerly Vice President of the Atchison, Topeka & Santa Fe Railroad, arrived in New York yesterday to confer with the Wallace committee in regard to the rehabilitation of the Wabash Railroad, now in a receivership. For the past two months Mr. Kendrick has been engaged in an exhaustive examination of the physical and operating conditions of the Wabash, with special reference to its financial needs. He has prepared for submission to the Wallace committee a comprehensive report.

J. C. Stubbs, formerly Traffic Director on the Harriman lines, recently completed a similar examination of the Wabsh for the Equitable committee of bondholders, which announced this week that it had received enough securities to make a majority of the $35,000,000 outstanding. It is expected that the two committees will reach an understanding as to the proposed terms of the reorganization before a plan is submitted to the court.

MARCONI STOCK BOOMS ON.

Runs Up on the Curb from $117.50 to $180—Jump in New $5 Shares.

Curb traders continued their recent speculation in the stock of the American Marconi Company yesterday, and while the shares of the company were being run up from $117.50 to $180, an "arbitrage" movement in the prospective new issue of $5 par stock was started in which transactions of 18,000 shares were reported at prices ranging from $9 to $13.12. The stock after several years of inactivity suddenly became lively on the Curb a couple of weeks ago, following the visit here of Mr. Marconi and Sir Godfrey Isaacs of the English company, and the announcement of the purchase of the assets of the United Wireless Company. It then sold around $40. At yesterday's high point the shares were $55 above the previous day's close and $90 above Monday's opening.

The company, at a meeting to-day, will reduce the par of its outstanding stock from $25 to $5, and at the same time will increase its capital to $10,000,000, giving stockholders the right to subscribe at par for new stock in the ratio of five for one. The new capital is to be used to carry out the extensions of service already announced, which include high power stations at New York and London and a chain extending south to take in all of the South American countries.

POSTAL BANKS THRIVE HERE.

Hitchcock Pleased with Their Success—About 28,000 Depositors.

Special to The New York Times.

WASHINGTON, April 17.—Postmaster General Hitchcock is thankful with the success of the postal savings banks system in New York. He regards the experiment there as indicative of the ultimate success of the system throughout the country.

There were 468 postal savings depositories in operation in New York, with deposits amounting to over $1,220,000, on Jan. 31. This amount was deposited by about 28,000 depositors, or an average of $44 per depositor. Approximately 39,000 accounts have been opened, more than 65,000 deposits made, and about 15,000 withdrawals.

New York ranks first in the number of accounts open on Jan. 31, and second in the total amount remaining on deposit.

CARNEGIE TRUST GETS $956.

Jewels Bring That Sum Where a Note Was for $9,000.

Six pieces of jewelry which were among the assets of the Carnegie Trust Company were sold at auction yesterday by Adrian H. Muller & Son, by order of George C. Van Tuyl, Jr., Superintendent of Banks. The jewelry was part of the collateral for a note of the St. Charles Hotel Company, for about $9,000. It brought yesterday $956, which is all George W. Egbert, who is liquidating the failed Cummins institution, expects to recover on the note.

"I think the loan was a perfectly legitimate one," said Mr. Egbert last night. "The note was signed by M. F. Meehan, proprietor of the hotel, and was indorsed by his wife, Laura B. Meehan. The lease of the hotel was put up as collateral and the jewelry was pledged in addition. The St. Charles Hotel Company went out of existence, so that the lease had no value. All we could recover on was the jewelry."

Among the items in the lot was a crescent, containing twenty-one diamonds, which brought $150; a diamond solitaire, which sold for $355; a lavalliere containing three diamonds, and two sapphires, which went for $160, and a gold purse that brought $140. The other items were a gold locket and chain, containing three emeralds and four diamonds, and a gold purse containing six diamonds and five rubies. Mr. Meehan was present at the sale, but did not bid. There were five or six bidders on the several articles, and it was reported that some of them were bought in for the Meehans.

PIERCE DEFAULT REOPENED.

Mrs. Rycroft's Suit for $177,000 on Calendar Again.

Supreme Court Justice Erlanger granted yesterday the motion of Henry Clay Pierce's attorneys for permission to reopen his default in the $177,000 judgment against the oil man held by Mrs. Alice G. Rycroft of 243 West End Avenue.

The order contains the extraordinary provision that it is conditional on the stipulation of Mr. Pierce's attorneys that in the event of his death before trial, Mrs. Rycroft shall not be barred under the code of civil procedure from testifying to conversations with him.

What makes this provision all the more remarkable is that Justice Erlanger has marked the case on the calendar for May 6. Robert Stewart, counsel for Mrs. Rycroft, said last night that, according to the affidavits submitted by Pierce's own lawyers, he was very ill at Palm Beach, Fla.

These affidavits, Mr. Stewart explained, were used in attempts to prevent the trial of Mrs. Rycroft's action on Feb. 27, when Justice Erlanger granted judgment by default, and later in attempting to have the case reopened. Mrs. Rycroft sued for loss of securities which she said had been transferred from her account with Arthur S. Leland & Co. to Pierce's account with Post & Flagg in 1903, after she had sought Pierce's advice with regard to investments.

URGES TARIFF CHANGES.

Reform Club Declares This the Greatest Political Reform Needed.

The Reform Club held a meeting yesterday in the clubrooms at 9 South William Street and adopted a resolution saying that the political reform which would at the present time be most beneficial to the people of the United States was tariff reform by reduction or abrogation of so-called protective taxes, especially of those either so discouraging to imports as to yield to the Government but a small revenue when compared with the enormous subsidies thereby compelled to be paid by the people at large to the favored few, or so enhancing the cost of materials to our manufacturers as to bar them from the markets of the world.

The present system, the resolution declared, had a tendency to encourage monopolies, "to cause high cost of living, to breed corruption, and to arouse general discontent and political desperation."

FOR ANTI-FUTURES BILLS.

House Committee Approves Measures Aimed at Ending Gambling in Crops.

WASHINGTON, April 17.—Despite opposition by various Boards of Trade, the House Committee on Agriculture to-day voted to make favorable reports on bills designed to end gambling in futures on cotton and grain. Two measures were reported, one by Representative Beall of Texas, Democrat, dealing with cotton, and the other by Representative Lever of South Carolina, Democrat, relating to corn, wheat, and oats.

The report on the cotton bill was unanimous. Two members voted against the grain bill, and the Southern members refrained from voting upon it.

The bills, which virtually are alike, would provide that dealers who contract to sell must swear that the commodities sold actually were in existence. Messages relating to deals could not be telegraphed, telephoned, or mailed until the affidavit so required was made. Violations of the law would be punishable by imprisonment and heavy fines.

The bills have been bitterly opposed by the leading cotton and grain Exchanges of the country. Among those which sent delegations to protest against the proposed legislation were the New York Cotton Exchange, the New Orleans Cotton Exchange, and the Chicago Board of Trade.

For Campaign Publicity This Year.

WASHINGTON, April 17.—Complete publicity of campaign contributions and disbursements in the present Presidential campaign, both before and after the nominating conventions, would be provided by the Henry bill, which the Committee on Election of the President and Vice President favorably reported to the House to-day. The Rules Committee reported a special rule to rush it to the House, where sentiment favors it.

KNOX WANTS SENATE TO HELP NICARAGUA

Secretary Returns with Plea for Ratification of Treaty with Southern Republic.

RESOURCES OF GREAT WEALTH

Financial Stability Bound to Bring Prosperity, the Secretary Says—Policy in Monroe Doctrine.

WASHINGTON, April 17.—Secretary Knox returned to the Capital to-day satisfied that he had accomplished the mission upon which he was sent by President Taft to the Caribbean Republics.

The Secretary in a formal statement to the press said that two forces actuated by selfish motives had operated to perpetuate misrule in the countries he visited by misrepresenting the attitude of the State Department toward these Governments. One force is domestic to these countries, and the other is in the United States. By personal contact with the heads of the Governments visited, the Secretary believes that he has been able, partially, at least, to counteract the influences of which he complains.

The Secretary also emphasized the necessity of helping the weaker republic to avoid specific conditions in which the United States might be embarrassed by its assertion of the Monroe Doctrine.

Secretary Knox's statement was in part as follows:

"What effect my visit may have in permanently improving our relations with and conditions in the countries I have visited is largely a matter of conjecture and I prefer at this time to make no predictions beyond this, that in the concrete case of Nicaragua, if our Senate will consent to the ratification of the treaty with that country now before it the effect will be instantaneously beneficial and new life and hope will inspire a people who for years were the victims of a crushing despotism.

"The full and frank conversations I have had with the responsible people of different countries, both those in official and private life, and the exceptional facilities I have enjoyed through the members of the American press accompanying me in getting popular expression, especially from those in opposition to the Governments, certainly has furnished me with a better understanding of those Governments and people and enabled me clearly to set before them the attitude of the United States toward them.

"In view of the repeated and emphatic announcements of the Monroe Doctrine at all periods in our history and by all shades of domestic political opinion and the emphasis which seems to have been given to that doctrine by the extreme care the Senate recently took to prevent the possibility of any phase of its assertion being submitted to arbitration, I am more than ever convinced of the logic and wisdom of our helping the weaker republics to help themselves to avoid specific conditions where we might be embarrassed by its assertion.

"The almost incalculable native wealth of the Caribbean countries; the great variety and beauty of scenery and the salubrity of climate are the physical conditions that most impressed me.

"With political and financial stability in such countries where these conditions are found, and under the benevolent sway of peace, there is bound to be a steady development of their resources and a growing appreciation of their natural charms and attractions."

MAKES WOMAN BUREAU CHIEF

Miss Lathrop, Named by Taft, Is First to Head Federal Department.

WASHINGTON, April 17.—Julia C. Lathrop of Chicago, an associate of Jane Addams in the work at Hull House and a Trustee of Vassar College, was to-day appointed by President Taft as chief of the new Children's Bureau in the Department of Commerce and Labor.

Miss Lathrop is the first woman to be made a bureau chief under the Government.

Special to The New York Times.

CHICAGO, Ill., April 17.—Miss Julia C. Lathrop of Hull House, Vice President of the Chicago School of Civics and Philanthropy, who was appointed chief of the new Children's Bureau by President Taft, had received no official notification of the fact up to a late hour to-night.

Miss Lathrop is a graduate of Vassar College. She was formerly a member of the Illinois State Board of Charities, and has been prominently identified with social and reform work in Chicago for many years. Recently she completed a trip around the world, during which she studied penal institutions and methods in various countries.

Miss Lathrop formerly lived in Rockford, and her father at one time represented the Rockford district in Congress.

30,000 LBS. OF BAD BUTTER.

Released from Cold Storage and Seized by Marshal Henkel on Orders.

Assistant United States District Attorney Pratt, acting immediately on telegraphic orders from Washington, filed yesterday in the District Court papers asking for the seizure of 30,000 pounds of decomposed butter, which was in the possession of the West Shore Railroad. It had been consigned by the Schemmerhorn & Shotwell Company of Chicago to Fred Oetgen & Co. of this city, and it was seized by Marshal Henkel.

According to the Washington orders the butter came from a cold-storage warehouse which was cleaning out its old stock. The Government Pure Food Inspectors reported that in appearance it resembled Roquefort cheese and it was beyond the possibility of reprocessing.

CENSURES ROAD FOR WRECK.

Milwaukee & St. Paul's Rules Not Enforced, Says Federal Inspector.

WASHINGTON, April 17.—The Chicago, Milwaukee & St. Paul Railway is censured by H. W. Belknap, Chief Inspector of Safety Appliances of the Inter-State Commerce Commission, in his report to-day of the wreck at Odessa, Minn., on Dec. 18, when ten persons were killed and twenty-three injured. He says that the company's rules are not enforced by the officials or understood by the employes.

The failure of a flagman properly to protect his train is given as the cause of the wreck, while the contributing cause is placed on Train Dispatcher Noonan. Conductor Monteil and Operator Adams at Odessa also were censured.

THE FIGHT FOR THE HARLEM.

Minority Proposes to Learn Central's Purpose In Buying Up Stock.

The recently formed Protective Committee for minority stockholders of the New York & Harlem, of which President Henry Evans of the Continental Insurance Company is Chairman, announced yesterday that it had received the assent of many holders of Harlem stock to the plan proposed by the committee, as well as some regret from other holders who had already parted with their shares because no committee had been formed, and because it had been represented to them that the proposed purchaser, the New York Central, could not pay more than $350 a share.

Besides desiring to obtain what the committee considers a fair value for the stock it is proposed to investigate the purpose of the Central, which now has an unexpired lease on the property for 361 years, in seeking by the ownership of the stock to acquire title to the Harlem Company, which owns the right of way for entrance into New York City, besides other valuable property. It is announced that the committee is determined to allow no injury to their property or diminution of its value.

THE OUTSIDE SECURITIES.

Interest Centres in Trading in Unlisted Marconi Issues on Curb.

Traders in the Curb Market yesterday neglected the tobacco, oil and mining shares for ventures in the Marconi stocks, new and old, which made further phenomenal advances. Although the stocks do not appear on the official lists sales of 18,000 of the new Marconi of America stock "when issued" were reported at prices ranging between 9⅝ to 13⅛. The old stock of which 3,000 shares sold advanced from 117½ up to 180. Its par value is $25 and the new stock, to be authorized at to-day's meeting, is to have a par value of $5. The mining issues were irregular.

***

Transactions reported yesterday in the outside market, with opening, high, low, and last prices, were as follows:

INDUSTRIALS.

Sales.		Open.	High.	Low.	Last.
1,100..	*Allied Sec. Co..	83	86	83	86
305..	Am. W. Paper..	2⅞	3⅛	2⅞	3⅛
500..	Bay State Gas..	½	½	½	½
4,000..	Brit.-Am. Tob..	23⅝	23⅞	23	23¼
400..	Int. R. tr. ctfs..	17⅜	18	17⅜	18
449..	J. I. Case pf....	102½	105½	102½	105
45..	Leh. Val. Coal Sales Co.....	247	248	247	248
250..	Man. Transit....	1⅛	1 15-16	1 15-16	1⅛
300..	R. J. Reynolds..	220	220	220	220
618..	M. Rumely Co..	99¼	99¾	99¼	99¾
200..	Stand. Oil, N. J.	396	396	392	394
160..	Studebaker Co..	37½	38¼	37½	38¼
200..	Sulzberger pf....	101½	102	101½	102
26..	Un. Cig. Mf....	59	59	59	59
120..	Un. Cig. Stores.	180	182	180	182
30..	U. S. L. & H. pf., new	80	80	80	80

MINING STOCKS.

600..	Am. Porc. Gold.	32	33	32	33
500..	*†Beaver Cons..	45	45	45	45
1,800..	Big Four.....	61	62	61	62
1,000..	Braden Copper..	5½	5½	5½	5½
200..	Brit. Col. Cop...	5⅝	5⅝	5⅝	5⅝
3,500..	*C. O. D. Cons..	12	13	12	12
500..	Cons. Ariz. Sm..	9-16	9-16	9-16	9-16
400..	Davis-Daly Cop..	1 13-16	1 13-16	1 13-16	1 13-16
1,600..	Dia. Bl..	11	11	11	11
150..	Butte..	80	80	80	80
1,000..	Florence.....	⅝	⅝	⅝	⅝
1,000..	Giroux Mining..	5⅞	5⅞	5⅞	5⅞
600..	Gr.-Cananea	9¼	9⅜	9⅛	9⅛
70..	Gug. Explor.	226	228	226	228
800..	Imp. Coal....	10½	10⅝	10½	10⅝
100..	Mason Valley..	12¾	12¾	12¾	12¾
50..	Nevada Hills..	2 9-16	2 9-16	2 9-16	2 9-16
600..	‡Nip. Mines Co..	8	8	7⅞	7⅞
500..	Ohio Copper	1⅜	1⅜	1½	1½
2,200..	Pacific Smelt....	¾	¾	¾	¾
300..	Porc. Central...	5½	5½	5¾	5¾
1,000..	Porc. Nor....	1 9-16	1 9-16	1 9-16	1 9-16
300..	Porc. South..	2 1-16	2 1-16	2 1-16	2 1-16
1,000..	Preston E. D....	8	8	8	8
300..	Silver King Cons	1	1 1-16	1	1 1-16
3,000..	S. U. M. & S....	1¼	1¼	1	1 1-16
150..	Stewart	1½	1½	1½	1½
2,500..	Tonopah Ext....	2¼	2 3-16	2¼	2 3-16
400..	Tri-Bullion....	⅞	⅞	11-16	11-16
100..	Yukon Gold M....	8⅝	8⅝	8⅝	8⅝

BONDS.

$1,000..	Insp. Cons. cv. 6s	104¾	104¾	104¾	104¾
2,000..	Mason Val. 6s.	125	125	125	125
125,000..	N. Y. City 4½s	101 15-16	101 15-16	101½	101⅝
15,000..	N. Y. City 4½s	101¼	101¼	101½	101½
16,000..	West. Pac. 5s..	88	88	87⅞	87⅞

*Sells cents per share. †Odd lots. ‡Ex dividend.

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	April 17. Bid.	Asked.	April 16. Bid.	Asked.
A., G. & W. I.....	7½	8½	7½	8½
A., G. & W. I. pf.....	15	17	15	17
Am. Light & Trac....302	305	302	305	
Am. Light & Trac. pf.107	109	107	109	
Borden's Cond. Milk....124	125¼	124	125½	
Bord. Cond. Milk pf...108½	109½	108½	109½	
Braden Copper	5⅜	5½	5⅜	5½
British Col. Copper....	5½	5½	5¼	5½
Con. Rubber Tire....	9	10	9	10
Con. Rubber Tire pf..	40	50	40	50
Davis-Daly	1¾	1⅞	1¾	1⅞
F. W. Woolworth.....	77	78	77	78
F. W. Woolworth pf...111	111½	111	111½	
First National Copper..	3½	3½	3¼	3½
Giroux Mining.....	5⅜	5⅞	5⅜	5⅞
Greene-Cananea	9⅛	9⅜	9¼	9⅜
Guggenheim Explor....228	228	225	228	
Inter. Rubber ctfs....	17¾	18	17	17¾
J. Kayser	66	68	66	68
J. Kayser pf.....	107	..	107	..
Kerr Lake	2⅞	3	2⅞	3
La Rose Con.....	3⅝	3⅞	3⅝	3⅞
Lehigh Val. S. Co., w.i.246	248	245	246	
M. Rumely Co.....	99½	100	99½	100
Mason Valley.....	12¾	12½	12	12⅜
Nipissing	7⅞	8	8	8⅛
Ray Central.....	2¼	2½	2⅜	2½
Studebaker Co.....	37	39	37	39
Studebaker Co. pf.....	97	98	97	98
Tonopah Mining.....	7⅞	8⅛	8	8⅛
United Cigar Stores....	58½	59½	58½	59½
United Cigar Stores....	181	183	180	181
U. S. L. & H., new...	12	13	12	13
U. S. L. & H., new, pf.	80	85	80	85
West. Pacific 5s	87⅜	88	88	88½
Yukon Gold Mines	3⅜	3⅝	3⅜	3⅝

STANDARD OIL STOCKS.

Capital.	Company.	Bid.	Asked.
$5,000,000..	Anglo-American Oil	14	14½
5,000,000..	Atlantic Refining	450	475
200,000..	Borne & Scrymser.....	200	250
10,000,000..	Buckeye Pipe Line.....	125	135
500,000..	Chesebrough Mfg.....	660	690
250,000..	Colonial Oil	130	170
300,000..	Continental Oil	850	950
8,000,000..	Crescent Pipe Line.....	58	63
1,000,000..	Cumberland Pipe Line...	90	100
5,000,000..	Eureka Pipe Line, ex div.	280	300
8,000,000..	Galena Signal Oil.....	230	240
2,000,000..	Galena Signal Oil pf....	140	145
5,000,000..	Indiana Pipe Line.....	100	140
2,725,575..	National Transit	35	38
5,000,000..	New York Transit.....	280	300
4,000,000..	Northern Pipe Line.....	100	110
5,000,000..	Ohio Oil	98	101
8,000,000..	Prairie Oil and Gas.....	255	265
500,000..	Solar Refining	600	680
10,000,000..	Southern Pipe Line.....	180	190
2,500,000..	South Penn. Oil.....	600	680
3,500,000..	S. W. Penn. Pipe Line..	140	155
25,000,000..	Standard Oil (Cal.).....	180	190
1,000,000..	Standard Oil (Ind.).....	234	238
30,000,000..	Stand. Oil, (Ind.,) w. i.	234	238
1,000,000..	Standard Oil (Kan.).....	200	250
1,000,000..	Standard Oil (Ky.).....	350	450
600,000..	*Standard Oil (Neb.).....	200	250
98,855,000..	Standard Oil (N. J.).....	393	398
——..	Standard Oil subsid.....	485	500
15,000,000..	Standard Oil (N. Y.).....	395	405
3,500,000..	Standard Oil (Ohio).....	200	250
100,000..	Swan & Finch.....	700	900
12,500,000..	Union Tank Lines.....	45	55
10,500,000..	Vacuum Oil, ex rights..	142	152
——..	Vacuum Oil warrants....	42	52
——..	Vacuum Oil, w. i.....	142	152
110,000..	Washington Oil	25	50
400,000..	Waters-Pierce	2,200	2,500

*Ex dividend.

TOBACCO STOCKS.

This list comprises those tobacco stocks not listed on the Stock Exchange:

	April 17. Bid.	Asked.	April 16. Bid.	Asked.
British-American	23	23½	23⅝	23⅞
Conley Foil.....	280	290	275	285
Johnson Tinfoil & Met.	165	175	163	168
J. S. Young.....	170	175	170	175
MacAndrews & Forbes.	180	185	180	185
Porto Rico-American..	238	245	238	245
R. J. Reynolds.....	215	220	215	220
United Cigar Stores...	181	183	180	182

Dix Signs New Pier Bill.

ALBANY, April 17.—Gov. Dix signed to-day the Pollock bill, giving the New York City Dock Department power to transform the Gansevoort Market site into a 1,000-foot pier for the accommodation of ocean liners.

Bache Dinner Postponed.

Owing to the Titanic disaster, J. S. Bache & Co. have postponed their annual dinner, which was to have taken place at the Knickerbocker Hotel this evening, until Saturday evening, April 20.

COMMODITY MARKETS.

Wheat See-Saws in Narrow Bounds —Other Staples Strong.

Wheat was nervous and irregular within a range of from 1 to 2c per bushel, closing steady for Winter wheat markets, but lower for Spring wheat, the latter declining on favorable advancement of seeding. Corn and oats were strong, due to cold, wet weather through the West and further delay in farm work. Provisions were firmer on the Government hog report. Cotton reaches new high levels for the new crop deliveries, due to the prevalence of unfavorable weather conditions and firm spot situation. Some forecasts for more favorable weather brought in some considerable selling, but offerings were well absorbed.

WHEAT.

The wheat market was irregular, fluctuating from about 1c above to about 1c below the final of the previous day, closing with but slight net change. The early advance was due to the influx of more unfavorable advices from the Ohio Valley. The reports, however, seemed to be simply a reiteration of the previous news, and did not appear to be reports of additional damage. When this point was realized the market sold off very sharply, but rallied late. The trading was of a smaller volume, and the feeling one of lessened nervousness. Northwestern markets were relatively weak, and closed at about the low point, notwithstanding the rally in Winter wheat markets. The Spring wheat news was favorable regarding the amount of seeding. A special report to The Northwestern Miller stated that advices showed 85 to 140 per cent. of the Spring wheat crop seeded in North Dakota and Northern Minnesota, with a larger proportion seeded in the southern section. Crop conditions were all that could be desired, and there was a bountiful rainfall over all three States Friday and Saturday. The acreage was expected to be fully as large as last year. Advices from Winter wheat States of the Southwest were of promising and improving conditions. Lyle's estimate was that the Winter wheat outlook, even with the damage so far reported, was not for less than a 400,000,000-bushel crop, which is but little under the amount expected on the Government report. Foreign markets were dull and easier. Some export business of about 18 loads of Manitoba wheat were reported at outports. Cash prices were nominal, with No. 2 red, $1.14¾; No. 2 hard Winter, $1.21¼; No. 1 Northern, opening of navigation, $1.21½; No. 1 Manitoba, $1.14¾.

OTHER GRAINS.

CORN was strong all the session, closing at the best prices. The market early advanced fully 1c a bushel, partly reacted with wheat, but was very firm late. The advance was on the weather conditions. It was cold and wet in the corn States, leading to apprehension of further delay in Spring work. The interior cash markets were irregular, with reports conflicting as to the amount of country selling. Cash prices were nominal, with No. 2 quoted at 83¾c, free on board.

OATS.—Trading was of large volume, with the market up about 1c a bushel, closing at the best. The advance was due to the weather conditions. It was cold and wet through the leading oats States, leading to serious apprehension regarding the question of completion of seeding, and apprehension was expressed that any prolonged wet weather at present would have a material effect on the ultimate acreage. Cash markets were firm, with standards and No. 2 whites 64c; No. 3 whites, 63½c, elevator.

PROVISIONS.

Trading was of considerable volume, the market showing some advance early with feeding grain and on the Government hog report, but later reacted and closed quiet. Total hog receipts at the West were 91,000.

NEW YORK FUTURE MARKET.

Wheat—	High.	Low.	Close.	Prev. Close.
May.....	..	..	$1.14	$1.13¼
July.....	$1.11¾	$1.10⅝	1.11¾	1.11
September....	1.08⅝	1.08	1.08	1.08½
Lard—				
Cash.....	..	..	10.25@10.40	10.45
May.....	..	..	10.35@10.45	10.48
July.....	..	..	10.55@10.65	10.70
September..	..	..	10.80@10.90	10.95

CHICAGO FUTURE MARKET.

Wheat—				
May.....	1.11¼	1.10½	1.11	1.10⅝
July.....	1.07⅜	1.06½	1.06¾	1.06½
September....	1.03⅜	1.02½	1.02⅝	1.03
Corn—				
May.....	78	77	77¼	76⅝
July.....	77¼	76⅝	77⅛	76
September....	76	75⅜	75⅝	75
Oats—				
May.....	57⅜	56⅝	57½	56¼
July.....	54½	53⅝	54½	53¼
September....	43⅝	43	43⅝	42¾
Lard—				
May.....	10.30	10.15	10.25	10.25
July.....	10.52½	10.35	10.45	10.45
September....	10.72½	10.52½	10.65	10.67½
Ribs—				
May.....	10.07½	9.92½	9.97½	10.02½
July.....	10.32½	10.10	10.20	10.25
September....	10.52½	10.32½	10.42½	10.45
Pork—				
May.....	17.97½	17.75	17.90	17.80
July.....	18.35	18.15	18.35	18.15
September....	18.70	18.45	18.62½	18.55

COTTONSEED OIL.

The undertone was steady during the session and prices moved over a narrower range. Urgent inquiry from shorts seemed to be lacking and new outside speculative demand was not heavy, or at least readily satisfied by profit taking sales. Refiners were thought to be selling on balance. There was little aggressiveness on the bear side, however, it being apparent that cotton conditions and lard fluctations were not conducive to this. Crude was irregular but with no weakness discernible, quoted at 5.33 to 5.40 in the Southwest, and 5.47 in the Valley and Texas. The Census Bureau will issue a report this morning at 10 o'clock, but it was not clear whether this would give the amount of oil crushed from this last cotton crop or the amount of seed available.

	High.	Low.	Close.	Prev. Close.
Spot	....	....	6.40	6.45
April	....	....	6.40	6.46
May	6.45	6.34	6.44	6.45
June	6.53	6.47	6.49	6.52
July	6.58	6.54	6.55	6.56
August	....	....	6.60	6.61
September	6.66	6.61	6.62	6.63
October	6.57	6.53	6.55	6.54
November	6.53	6.53	6.51	6.53

COTTON.

Giving further recognition to unfavorable weather conditions in many parts of the belt, the market yesterday ruled at moderate advances. Exceptionally heavy rains were noted in the Vicksburg section again, also in parts of Alabama and Georgia, while other sections received from light to moderate precipitation. On the early upturn enormous realizing developed, which reduced the initial gains of from 11 to 18 points to about 4 points, but in the late trading a gradual hardening of the undertone occurred. At the high levels the season the increase in offerings was partly due to the predictions of fair weather in nearly all sections to-day, but with storm warnings issued at the Lower Mississippi, and the flood conditions still a factor in Mississippi and Louisiana, the inclination to accept the selling side was far from general. This condition was also accounted for by the disappointment of short sellers recently, who believed that with each break in the unsettled weather, the belt was about due for a period of satisfactory conditions. From parts

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FINANCIAL MARKETS

Trading Declines to Much Smaller Volume; Prices Move Irregularly.

IRON TRADE NEWS GOOD

Steel Prices Improving—March Foreign Commerce Establishes New Record—Credit Balance Large.

As an aftermath of the shock to which the Stock Exchange was subjected on Tuesday by the news of the appalling disaster at sea trading was much curtailed yesterday. So far as price movements were concerned they were for the most part narrow and were sufficiently irregular to be undecisive, although the majority of those which reached sufficient proportions to cause special attention to be taken of them were listed among the advances. Declines and advances, however, taken as a whole were so nearly balanced that the average level of prices showed very little change.

United States Steel was one of three stocks, the others being Reading and Amalgamated Copper, which together contributed about half of the day's total. In the case of this issue the particular news of the day supplied some basis for the strength which the market showed after a reaction in the early hours, for the weekly steel trade reviews all told of further improvement in that industry. This has been sufficiently marked for The Iron Age to say that the week's developments have been "highly encouraging." Large contracts for bars have been taken at the higher prices recently asked by the principal makers, and it is apparent that the higher prices recently named for some other products are also being more firmly maintained. The prices to which the output of the steel mills recently declined cut so sharply into manufacturers' profits that the further improvement in prices now noted is a matter of no small importance. It is in the first instance very helpful to the makers of steel and incidentally it points in the right direction in respect to the general trade outlook.

Although we imported in March, as the full trade figures for that month published yesterday show, a larger amount of merchandise than during the same month in any previous year with the single exception of 1910, our excess of exports for the month was more than double that of a year ago, and came within a few millions of the excess of exports for the corresponding month in 1908. This result flowed from the fact that our exports during March exceeded all previous records for that month, rising as they did $48,000,000, or more than 25 per cent. over the exports of March last year, which itself had established a new record for that month. This continued expansion in our foreign trade speaks eloquently of the increasing hold which we are obtaining upon the markets of the world despite the neglect by this country of markets which we ought logically to have developed long before this much more fully than we have yet done. For the nine months of the fiscal year both imports and exports of course established record figures, while the credit trade balance for that period reached the sum of $508,000,000, which is just about treble the excess of exports over imports for the corresponding period of 1910. This shows very clearly that the large increase in imports has been more than offset by growth in exports, and that while we are increasing our merchandise trade we are also deriving from it an increasingly large credit balance to provide ever more easily for the unreported items which still run in large sums against this country.

CALENDAR FOR TO-DAY.

BOOKS CLOSE.

Electric Bond and Share Co. for dividend on preferred.

United Electric Securities Co. for dividend on preferred.

ANNUAL MEETING.

International Harvester Co.

MONEY AND EXCHANGE.

Money on call loaned on Stock Exchange collateral at 2@3 per cent., with the last loan at 3 per cent. Most of the day's loans were made at 3 per cent.

Time money rates, 3½@3½ per cent. for sixty days, 3½@3¾ per cent. for ninety days, four, five, and six months, and 4@4¼ per cent. for nine to twelve months. Commercial paper was quoted at 4@4½ per cent. for prime four to six months maturity.

Private discount rates abroad: London, 3 7-16 per cent., unchanged; Paris, 2½ per cent., off ⅛ per cent.; Berlin, 3⅝ per cent., unchanged.

New York Clearing House statement: Exchanges, $397,632,330; balances, $16,985,765; Sub-Treasury debit balance, $644,106.

The local banks have lost $257,000 on their Sub-Treasury operations since Friday.

Foreign Exchange rates at the points noted were quoted as follows at the close of business yesterday:

CABLE AND SIGHT RATES.

London—Cable, $4.8770; demand, $4.8720.
Paris—Cable, 5.17½ less 1-32; check, 5.18⅛ plus 1-32.
Berlin—Cable, 95 3-16; check, 95⅛ less 1-64.
Switzerland—Cable, 5.18⅛ less 1-16; check, 5.18⅝.
Holland—Cable, 40.35; check, 40.31.
Belgium—Cable, 5.20⅝ plus 1-32; check, 5.20⅝ less 1-16.

SIXTY AND NINETY DAY BILLS.

London—Bankers', 60 days, $4.8410; 90 days, $4.82⅝.
London—Commercial, 60 days, $4.83⅜; 90 days, $4.82¼.
Paris—Bankers', 60 days, 5.21¼; 90 days, 5.22½ less 1-16.
Paris—Commercial, 60 days, 5.21¼ less 1-32; 90 days, 5.22½ less 1-16.
Berlin—Bankers', 60 days, 94¼; 90 days, 94⅛.
Berlin—Commercial, 60 days, 94⅝ plus 1-32; 90 days, 94⅛ less 1-32.

DOMESTIC EXCHANGE RATES.

Boston, par; Chicago, 35c premium; St. Louis, 25c premium; St. Paul, 40c premium; San Francisco, 20c premium; Montreal, 46⅞c premium.

SILVER QUOTATIONS.

Bar silver was quoted 3-16d higher in London, at 27½d per ounce, and ⅜c higher in New York, at 58⅝c. Mexican dollars were quoted at 47c.

SECURITIES AT AUCTION.

The following securities were sold at auction yesterday at the Exchange Salesroom, 14 and 16 Vesey Street, Adrian H. Muller & Co., auctioneers:

25 shares Metropolitan Casualty Insurance Company of New York, $100 each, 165.

175 shares National Bank of North America, $100 each, 30.

100 shares New York and Brooklyn Brewing Company, $100 each, $4½ per share.

68¾ shares Commercial Trust Company, St. Louis, Mo., $100 each, $10 per share.

10 shares Hanover Fire Insurance Company, $50 each, 206.

100 shares Cayuga & Susquehanna Railroad, $30 each, 212¾.

$1,000 Arizona Power Company first mortgage 6 per cent. bond, due May, 1933, interest May and November, accrued interest to be charged, 85½.

THE TREASURY STATEMENT.

Special to The New York Times.

WASHINGTON, April 17.—The Treasury statement issued to-day gives receipts and expenditures for yesterday and for the elapsed periods of the month and of the fiscal year as follows:

	April 16.	Month.	Fiscal Year.
Rcts., customs	$842,227	$14,516,885	$246,783,654
Int. revenue	686,140	11,625,582	231,244,855
Corporation tax	17,795	153,402	*3,339,669
Miscellaneous	160,637	2,197,732	41,832,916
Total receipts	1,506,801	28,493,602	523,201,096
Expenditures	1,945,833	32,876,121	537,515,564
Surplus	*439,032	*4,382,518	*14,314,468

*Deficit.

These figures exclude Panama Canal and public debt transactions.

At the beginning of business to-day the condition of the United States Treasury was:

Working balance in Treasury offices	$64,846,612
Deposits in banks and Philippine Treasury	$32,074,186

The total liabilities in general fund was $126,270,473.

TOPICS IN WALL STREET.

Referendum for Brooklyn.

A weighty question is to be settled by a campaign which ends to-night in Brooklyn. Shall the surface cars stop for passengers on the near or the far side of the street, and shall the obligatory stops which are made in the middle of every block more than 300 feet long be omitted? If there has been any agitation of the pros and cons of these questions it has been carried on very quietly, but the Brooklyn Rapid Transit Company has decided that grave issues are involved. Consequently, it was decided to submit the matter to a determination by the passengers themselves. Yesterday every one paying fare on a surface line received a ballot on which to signify his desire in the question of a stop on the near or far side of the street. There was a blank at the bottom of the ballot for the signature of the voter, but this did not prevent repeaters from casting a vote for each time that they paid in a nickel. As usually happens on election days, the weather was unfavorable yesterday and the women shoppers' vote was greatly reduced.

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Rutland's Position.

A report that the New Haven was willing to guarantee a dividend of 4 per cent., or possibly even 5 per cent., on the Rutland Railroad's preferred stock if the Public Service Commission would allow the sale of the Central's interest in that company to the New Haven has been denied in circles close to President Mellen. It is likely that this story was evolved from a recent statement by Mr. Mellen to the effect that if the Rutland stockholders would throw their lot in with the New Haven in the future ownership of the Rutland he believed that in four or five years the company would be showing earnings of 5 per cent. on the preferred. The minority stockholders of the Rutland, who have been resisting the New Haven's attempt to buy control, and who have a suit pending against the Central management to recover for alleged improper division of earnings on joint business moved over the Rutland, take the stand that if their road were operated independently it would show earnings of more than 5 per cent. in a very short time.

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Bethlehem Steel Financing.

Capital was made in the market yesterday of the prospect of immediate financing by the Bethlehem Steel Company. President Schwab, at the annual meeting, had spoken of the possibility of a bond issue, and it has been current rumor that new financing has been successfully arranged. This, the market argument ran, would put the company in possession of ample capital for its continued expansion and would bring so much nearer the long awaited revival of preferred stock dividends. After opening at 63, Bethlehem Steel preferred sold up to 64½ and closed at the high level, a net gain of 1¾, after sales of more than 3,000 shares. The common stock did not appear in the morning session, but became suddenly active in the afternoon, rising from an opening at 35½ rapidly to 37⅝. It closed after sales of more than 7,000 shares at 37½. It is significant that President Schwab said in the annual report: "This policy of plant improvement out of earnings (except in the case of large additions) and the reduction of indebtedness should be adhered to until such a time as the financial and physical condition of your corporation and its properties warrants the application of earnings to the payment of dividends." Bankers in touch with the company's affairs said yesterday that although the refunding operations discussed in the report had been under discussion, no definite conclusions had been reached.

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Stock Market Averages.

The twenty-five typical railroad stocks and twenty-five industrials declined yesterday till they reached a low level about two-thirds of a point below Tuesday's closing on the average, then recovered and closed even with Tuesday, the mean of the day's prices having been something less than half a point below that of Tuesday. The averages, with comparisons, were:

1912.

RAILROADS.

	High.	Low.	Mean.	Last.
Monday, April 15	95.28	93.80	94.54	95.17
Tuesday, April 16	95.44	94.18	94.81	94.64
Wednesday, April 17	94.78	93.94	94.35	94.64

	Open. Jan. 2.	High. Apr. 9.	Low. Feb. 1
†Year's range	91.43	96.20	88.74

INDUSTRIALS.

	High.	Low.	Mean.	Last.
Monday, April 15	69.83	68.40	69.18	69.70
Tuesday, April 16	69.94	68.76	69.35	69.21
Wednesday, April 17	69.47	68.61	69.04	69.19

	Open. Jan. 2.	High. Apr. 9.	Low. Feb. 1*
†Year's range	64.00	70.52	61.47

*Also on Feb. 27.

1911.

RAILROADS.

	High.	Low.	Mean.	Last.
Monday, April 17	93.59	93.41	93.50	93.51
Tuesday, April 18	93.10	91.61	92.36	91.91
Wednesday, April 19	92.53	91.71	92.12	92.48

	Open. Jan. 3.	High. Feb. 6.	Low. Apr. 18.
†Year's range	91.79	97.49	91.61

INDUSTRIALS.

	High.	Low.	Mean.	Last.
Monday, April 17	65.38	65.03	65.21	65.11
Tuesday, April 18	64.48	63.39	63.94	63.52
Wednesday, April 19	63.94	63.45	63.70	63.83

	Open. Jan. 3.	High. Feb. 6.	Low. Jan. 3.
†Year's range	62.95	67.17	62.95

	High. June 10.	Low. Sept. 25.
Full year's range, 1911.		
Railroads	90.20	84.40
Industrials	68.97	54.74

†To date.

METAL MARKET REPORTS.

At the Metal Exchange yesterday business continued dull, with prices on about a parity with yesterday's closing.

The closing bid and asked prices follow:

	Wednesday.		Tuesday.	
Standard Copper—	Bid.	Asked.	Bid.	Asked.
Spot	15.50	15.87½	15.55	15.87½
April	15.50	15.87½	15.55	15.87½
May	15.55	15.87½	15.60	15.87½
June	15.55	15.87½	15.60	15.87½
Lead	4.15	4.22½	4.15	4.22½
Spelter	6.70	6.90	6.70	6.90
Tin	43.30	43.60	43.25	43.75

The closing prices on the Metal Exchange in London yesterday for spot and future deliveries of copper and pig tin, together with Tuesday's final figures for the same commodities, are set forth in the following table:

	Wednesday. £. s. d.	Tuesday. £. s. d.
Copper, spot	70 6 3	70 12 6
Copper, futures	71 3 9	71 10 0
Pig tin, spot	197 15 0	197 10 0
Pig tin, futures	194 10 0	194 7 6

The market finished steady. Spanish pig lead was up 1s. 3d. at £16 6s 3d. Spelter was unchanged, at £25 17s 6d. Cleveland warrants were down 3d, at 53s 7½d.

SHORT TERM NOTES.

		Maturity		Bid.	Ask.	Yield
Amal. Copper	5	Apr.	1,'13	100½	100⅝	4.16
Balt. & Ohio	4½	June	1,'13	100½	100⅝	4.14
Beth. Steel Co.	6	Nov.	1,'14	101½	101⅝	5.53
Ches. & Ohio	4½	June	1,'14	99¼	99½	4.74
C. H. & D. purchase money	4	July	1,'13	99½	99¾	4.23
Chi. & Alton	5	Mar.	15,'13	99	99¼	5.80
Chi. El. Rys.	5	July	1,'14	98¼	98½	5.72
Erie	6	Apr.	1,'14	101¼	101½	5.20
Erie	5	Oct.	1,'14	99½	99¾	5.12
Erie	5	Apr.	1,'15	99	99¼	5.28
Gen. Motors	6	Oct.	1,'15	99¼	100	6.00
Gen. Rubber	4½	July	1,'15	97	97¾	5.41
Hudson Co.	5	Feb.	1,'13	99¾	100	6.00
Int. & Gt. N.	5	Aug.	1,'14	98¼	98¾	5.67
Int. Harv. Co.	5	Feb.	1,'15	100¼	100¾	4.70
Lack. Steel Co.	5	Mar.	1,'15	91	91½	9.00
Mo., K. & T.	5	May	1,'13	99¼	99¾	5.23
Mo. Pacific	5	June	1,'13	98¾	98	7.00
M. C. of Mex.	4½	Sep.	1,'13	98½	97¼	6.60
N. Rys. of M.	4½	June	1,'13	97¼	98	6.49
N. Y. Central	4½	Mar.	1,'14	100¾	100⅝	4.28
Pac. T. & T.	5	Jan.	5,'13	100¼	100⅝	4.89
St. L. & S. F.	5	Called		100	100¼	
St. L. & S. F.	5	June	1,'13	99¾	100	5.00
Southern Ry.	5	Feb.	1,'13	100¼	100⅜	4.48
U. S. Rubber	6	Dec.	1,'18	104	104½	5.18
U. S. Smelt.						
Ref. & Min.	6	Aug.	1,'14	98¼	99¼	5.87
Westinghouse	5	Aug.	1,'13	101¼	101½	4.78

STOCKS OUT OF TOWN

Copper Issues Show Sudden Spurt, Which Carries Several Up from 1 to 8 Points.

OTHER INDUSTRIALS WEAK

McCrum-Howell Preferred Declines 4 Points and Others Lose Part of Gain.

Yesterday's markets at other centres, as reported to THE NEW YORK TIMES, were remarkable for the violent strength of some of the industrials, particularly the copper shares.

Prices were firm, but trading was moderate and devoid of feature on the Baltimore Exchange.

Lake Superior copper mining stocks developed unusual activity and buoyancy, at least fifteen of this group scoring price gains of one to eight points in Boston.

Resumption of operations by La Salle, which has some $350,000 cash and the promise of the Calumet people to finance further requirements, explained the sharp rise in that stock from below 7 to 8. Other advances of note included Calumet and Hecla, 8 points, to 495; Osceola, 5 to 121; Quincy, 4 to 91; Centennial, 2½ to 25⅜; Wolverine, 3½ to 117; Allouez, 2 to 47½; Superior, 1¾ to 36⅜; Old Dominion, 1½ to 54⅜; Isle Royale, 1½ to 29½; Ojibway, 1 to 6⅜; Lake, 1¼ to 48; Tamarack, 5⅜ to 147¾, and Hancock, 1½ to 34. Mayflower, following the election of a new President, jumped 3 points, and equalled its high record; Old Colony rose more than a point in sympathy and touched a new top for the year. Railroad and industrial shares were dull. Boston Elevated sagged slightly.

Some strength was reflected by Chicago Railways securities on the Chicago Stock Exchange, the Series 2s being prominent with a rise of more than a point, while there was a smaller rise in the 4s. American Can preferred added a point, and there were factional gains in Commonwealth, Edison, and Quaker Oats preferred, but elsewhere the market was lower. American Shipbuilding lost 2 points and there was a decline of more than 4 points in McCrum-Howell preferred, on a rumor that the receiver's statement shows discouraging prospects.

As a result of the increased earnings shown in the annual report, Tonopah-Belmont was in demand on the Philadelphia Exchange, and rallied to 10½ despite the weakness of the arbitrage group, notably Lehigh Valley, Reading, and United States Steel.

Philadelphia Rapid Transit was in moderate demand and hardened a fraction. Pennsylvania Salt warrants when issued fluctuated rather erratically between 40½ and 42, while the stock continued to decline, selling down from 117 to 115½. Cambria Steel held steady in face of the persistent selling of United States Steel, but sentiment among the trading element was still pessimistic and predictions of further weakness were prevalent.

Considerable interest is being evoked in Philadelphia financial circles as to the outcome of the caucus of members of councils to elect candidates for city representatives on the Rapid Transit Directorate. The caucus will be held to-day prior to the meeting of councils.

It was understood that action on Lehigh Valley Transit Company preferred dividend would probably be taken Monday.

Price movements at Pittsburgh were very narrow. The local list did not sympathize with the decline in Wall Street and the Pittsburgh stocks listed in New York were quiet. The sale of 234 shares of Air Brake depressed the price ½ to 168. In the oil and gas list, which has been quite active recently, trading was quiet. Pure Oil common, however, continued strong, and sold at 11¼@11¾. Eastern stocks continued to rally in the last hour and closed strong. Crucible preferred declined a point to 83.

BALTIMORE.

STOCKS.

Sales.		High.	Low.	Last.
5	A. C. L. of Conn.	272	272	272
5	Cons. Power pf.	114	114	114
25	G. C. Coal & Iron	1¼	1¼	1¼
30	Ga., S. & Fla. 2d pf.	81½	81½	81½
120	H. Oil com. tr. ctfs.	10¼	10¼	10¼
50	H. Oil pf. tr. ctfs.	62¾	62¾	62¾
100	Maryland Trust	110	110	110
100	Penn. W. & Power	68	68	68
550	Seaboard Air Line	26	25½	26
650	United Railways	21⅜	21½	21½

BONDS.

$1,000	A. C. L. conv. deb. 4s	103¾	103¾	103¾
1,000	A. C. L. of Conn. 5-20s	92½	92½	92½
3,000	Baltimore Elec. 5s	99¾	99¼	99¾
3,000	Cons. Gas 4½s	98	98	98
5,000	Cons. Power 4½s	90¼	90¼	90¼
84,000	G. B. S. Brewing 4s	50½	50¼	50¼
25,000	G. B. S. Brewing inc.	13	12	12¾
5,000	Ga., S. & Fla. 5s	107	107	107
5,000	Ga., Car. & Nor. 5s	106¼	106¼	106¼
1,000	M. Ry. & Lt. 5s, '26	104¼	104¼	104¼
5,000	Milwaukee ref. 4½s	95	95	95
2,000	Mobile W. 4½s, '39	100¾	100¾	100¾
1,000	United Rys. 4s	85½	85¼	85½
13,000	United Rys. inc.	65¾	65¾	65¾
1,000	United Rys. fdg. 5s	88	88	88
2,000	Wash., B. & A. 5s	86¾	86¾	86¾

BOSTON.

RAILROADS.

Sales.		High.	Low.	Last.
100	Boston & Albany	218	218	218
200	Boston Elevated	129	128½	129
52	Boston & Maine	100	100	100
48	Fitchburg pf.	125	125	125
100	Mass. Electric	21	21	21
10	Mass. Electric pf.	95½	95½	95½
50	Mass. Electric stpd.	81	81	81
21	Mass. Electric war.	77	77	77
99	Mass. Elec. fr. war.	19¼	19	19½
13	N. Y. & N. H.	138	137½	138
8	Old Colony R. R.	183¼	183½	183½
40	Rutland pf.	63	62	63
100	Union Pacific	171¼	171¼	171¼

TELEPHONES.

622	American	145⅞	145⅛	145⅞
30	New England	160½	160½	160½

MISCELLANEOUS.

26	Am. Agr.-Chem.	60½	60¼	60½
42	Am. Agr.-Chem. pf.	100½	100⅝	100⅝
42	Amoskeag pf.	104	104	104
60	Am. Pneu. Service	4	3⅞	3⅞
84	Am. Sugar pf.	122¼	121½	121⅝
632	Am. Tel. & Tel.	145⅞	145½	145⅞
177	Am. Woolen pf.	91¼	90	91
30	A. G. & W. I.	7	7	7
185	East Boston Land	1½	1¼	1½
10	General Electric	170	170	170
10	Mass. Gas	90½	90½	90½
150	Mass. Gas pf.	96	96	96
30	New Eng. Tel.	160½	160½	160½
35	Pullman	161	161	161
18	Swift	104¼	103¾	104
622	Torrington	32	31¾	31¾
72	Torrington pf.	31	30¼	30¼
20	United Fruit	185	184	185
534	United Shoe	52	50¾	52
11	United Shoe pf.	29¼	29¼	29¼
1,989	U. S. Steel	70¾	69½	70¼
80	U. S. Steel pf.	112⅝	112⅜	112⅝

MINING.

930	Adventure	9	8½	9
750	Algomah	7¼	6⅞	7⅛
1,131	Allouez	48½	45	48¼
3,085	Amalgamated	83⅝	82½	82½
1,425	Arizona Com.	6¼	6	6¼
517	Am. Zinc	27	26⅜	26⅞
4,656	Am. Zinc rights	25	.20	.25
100	Bonanza	55	55	55
2,965	Boston & Corbin	8¼	7½	7½
750	Butte & Balaklala	5¼	4⅝	5
883	Butte & Superior	31⅞	30½	30½
723	Calumet & Arizona	74⅝	73¼	74
74	Calumet & Hecla	495	488	495
2,345	Centennial	25⅝	23¼	25¼
450	Chino	29¼	28⅝	29
1,152	Chino, rights	38	35	38
462	Copper Range	65½	64½	65¼
200	Daly-West	6¾	6¾	6¾
70	East Butte	14¾	14¼	14½
2,378	Franklin	15	14¾	15
430	Giroux	5⅞	5 13-16	5⅞
1,430	Granby	57	55¾	57
1,486	Greene-Cananea	9⅜	9 1-16	9⅜
950	Hancock	34½	33	34½
30	Helvetia	1¾	1½	1¾
1,445	Indiana	19	18¾	18⅝
285	Inspiration	19⅜	19⅜	19⅜
20	Island Creek	44	44	44
30	Island Creek pf.	88	88	88
2,105	Isle Royale	29¼	28	29
235	Kerr Lake	2¾	2¾	2¾
1,860	Keweenaw	2¼	2	2¼
1,457	Lake	48	46¼	47½
4,920	La Salle	8	6½	7⅝
890	Mason Valley	12¼	12¼	12¼
285	Mass. Con.	8¼	8	8¼
8,815	Mayflower	17⅜	15¾	17¼
70	Miami	25¾	25¾	25⅞
245	Mohawk	66¼	65	66
280	Nevada Con.	20	19¾	20
280	New Arcadia	5¼	5¼	5¼
240	Niplssing	8 1-16	7 13-16	7 13-16
8,605	North Butte	33⅜	31¾	33¼
150	North Lake	7¾	7¾	7¾
2,019	Ojibway	6⅝	5¾	6⅛
4,365	Old Colony	11½	9¾	11
270	Old Dominion	54⅜	53½	54⅜
305	Osceola	121	116	120¾
100	Pond Creek	15½	14½	15¼
488	Quincy	91	86½	89
470	Ray Con.	19⅛	18½	19⅜
625	Santa Fe	3	2¾	2¾
1,670	Shannon	15¾	15	15
50	South Utah	1	1	1
205	St. Mary's Land	56½	55	56½
555	Superior & Boston	3½	3	3½
5,710	Superior Copper	36¾	34	36¾
1,961	Tamarack	47¾	43	47
895	Trinity	8	7¾	7¾
865	Tuolumne	3¾	3 11-16	3 11-16
600	Union Copper Land	3⅜	3	3⅜
270	U. S. Smelters	39½	39¼	39¼
824	U. S. Smelters pf.	49	48½	48½
10	Utah Apex	3	3	3
278	Utah Con.	14¾	14	14
620	Utah Copper	64½	63½	64
25	Victoria	5	5	5
100	Winona	6¾	6¾	6¾
480	Wolverine	117	114	115½
100	Wyandotte	2½	2½	2½

BONDS.

$5,000	Am. Agr.-Chem. 5s	102¼	102¼	102¼
15,000	Am. T. & T. col. 4s	91	90¼	90¼
1,000	Ariz. Com. 5s, ctfs.	80	80	80
2,000	C., B. & Q. jt. 4s	96¾	96¾	96¾
1,000	C. J. & S. Y. 5s, 1916	101	101	101
5,000	Ill. Steel 5s, 1913	100¼	100¼	100¼
1,000	Un. Fruit 4½s, 1923	96⅞	96⅞	96⅞
1,000	Western T. & T. 5s	100¼	100¼	100¼

CHICAGO.

Sales.		High.	Low.	Close.
450	American Can	84¾	83	83¾
150	American Can pf.	116⅞	116	116
65	Am. Shipbuilding	57¼	57	57
20	Am. Ship. pf.	102½	102½	102½
25	Am. Tel. & Tel.	145¾	145¾	145¾
10	Booth Fisheries	50	50	50
175	Booth Fisheries pf.	85	84⅞	84⅞
205	Chic. Rys. series 2	85¾	84½	85¾
50	Chi. Rys. series 3	9¼	9¼	9¼
25	Chi. Rys. series 4	5¾	5¾	5¾
25	Common. Edison	145¼	145¼	145¼
75	Corn Products Ref.	15¾	15¾	15¾
25	Hart, Shaf. & M. pf.	100¾	100¾	100¾
150	Illinois Brick	63	63	63
85	McCrum-Howell pf.	16	13	13
62	Quaker Oats	270	270	270
38	Quaker Oats pf.	109¾	109	109¾
844	Sears-Roebuck	164	162¼	162¾
160	Street's Stable Car	9	8¾	9
110	Swift & Co.	104¾	104¼	104¾
300	U. S. Steel	70¾	69¾	70¾
100	Int. Harvester	118	117	118

BONDS.

$10,000	Common. Edison 5s	108¾	108½	108¾
1,000	City Ry. 5s	102¾	102¾	102¾
5,000	Chi. Ry. 5s "A"	96¾	96¾	96¾
16,000	Chicago Tel 5s	102¾	102¼	102¾
5,000	Ogden Gas 5s	96	96	96
2,000	Peo. Gas ref. 5s	101½	101½	101½

PHILADELPHIA.

Sales.		High.	Low.	Last.
86	Alliance Ins.	14	13⅝	13⅝
1,300	American Milling	1¼	1¼	1¼
17	Baldwin pf.	106	106	106
180	Cambria Steel	43¾	43¼	43¼
107	Catawissa 1st pf.	55¼	55¼	55¼
10	Catawissa 2d pf.	54½	54½	54½
8	Elec. Storage Battery	55	55	55
15	General Asphalt	20	20	20
25	Hunting & B. T. pf.	23	23	23
16	Ins. Co. of N. A.	21¾	21¼	21¾
300	Lake Superior	32	31¾	32
5	Lehigh Nav. stock	65½	65½	65¼
10	Lehigh Valley	59	59	59
50	Lehigh Val. R.	12¼	12¼	12¼
200	Lehigh V. T. pf.	29¾	29¾	29¾
106	Penn. Railroad	62½	62¾	62 7-16
1	Penn. Salt	115½	115½	115½
135	Philadelphia Co.	53½	53¼	53¼
3,140	Philadelphia Elec.	18½	18⅜	18½
310	Phila. Rapid T.	23¾	23¼	23¾
245	Phila. R. T. ctfs.	23¼	23	23
100	Phila. Traction	84¼	84¼	84¼
757	Tonopah Mining	8¼	8	8
842	Tonopah Belmont	10¾	10⅜	10⅜
3,220	Reading	83¼	82 1-16	82 11-16
20	Union Pacific	171¼	171⅛	171⅛
8	Union Traction	50¾	50¾	50¾
183	United Gas Impt.	87¾

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NEW YORK STOCK EXCHANGE—Wednesday, April 17, 1912.

Total sales April 17, 1912 508,307
From Jan. 1, 1912 42,665,618
Same period last year 30,169,421

Closing. Bid.	Ask.	Sales.		First.	High.	Low.	Last.	Net Change.
1⅝	1⅞	1,300	Allis-Chalmers	1½	1⅝	1¼	1⅝	+ ⅛
4	4¼	800	Allis-Chalmers pf	3¾	3⅞	3¾	3⅞	— ⅛
83½	83⅝	63,050	Amalgamated Copper	83⅛	83⅝	82	83½	— ⅛
65¼	65½	5,540	Am. Beet Sugar	65¾	65⅞	64⅝	65⅝	— ⅝
34	34⅛	23,650	Am. Can	34⅜	34⅝	33	34⅛	...
116¼	116½	1,970	Am. Can pf	117	117	115¾	116¼	— ¼
59⅞	60	1,000	Am. Car & Foundry	59½	59⅞	58⅝	59⅞	+ ⅜
116⅞	118¼	20	Am. Car & Fdy. pf	118½	118½	118½	118½	— ½
52	53	900	Am. Cotton Oil	52⅜	52⅝	51½	52¼	— ⅛
23⅜	24¼	2,400	Am. Ice Securities	23¼	24⅛	23¼	24	+1
15¼	15⅝	4,400	Am. Linseed	15	15¼	14¼	15¼	+ ⅜
38⅝	39	300	Am. Linseed pf	37⅞	38½	37⅞	38½	+1
42⅝	43¼	300	Am. Locomotive	42⅞	43	42⅜	43	+ ¼
58¼	59	427	Am. Malt pf	58½	58⅝	58⅝	58⅝	+ ¼
85¼	85⅜	9,900	Am. Smelt. & Ref	85½	85½	84¼	85⅜	— ⅛
132	134¼	300	Am. Snuff	133¾	133¾	133	133	—1
100	102	100	Am. Snuff pf. new	101	101	101	101	...
121	123	100	Am. Sugar Ref. pf	121	121	121	121	—1½
72	80¼	100	Am. Tel. & Cable	78	78	78	78	...
145⅝	145⅞	1,000	Am. Tel. & Tel	145⅞	145⅞	145⅝	145⅞	...
101⅞	102	200	Am. Tobacco pf. new	101⅞	101⅞	101⅝	101⅞	+ ¼
28	29	200	Am. Woolen	28⅜	28⅝	28½	28½	— ⅛
34¾	35	1,000	Am. Writing Paper pf	35	35	34½	34½	+ ½
43⅛	43½	1,500	Anaconda Coper Co	43½	43⅝	42⅝	43¼	+ ¼
117	118	200	Assets Realization	117	117	117	117	+1
108½	108⅝	4,550	Atch., Top. & S. F	108⅝	108½	107⅞	108½	+ ⅝
141½	142	200	Atlantic Coast Line	141	141¼	141	141¼	— ⅛
106	106½	300	Baldwin Loco. pf	106⅞	106⅝	106	106	— ⅝
107¼	107½	2,705	Baltimore & Ohio	107⅜	107⅝	106⅞	107¼	...
2⅛	2½	200	Batopilas Mining	2¼	2½	2¼	2½	— ⅜
37⅛	37¼	2,300	Bethlehem Steel	34½	37¼	35½	37⅛	+1½
64¼	64⅝	3,800	Bethlehem Steel pf	63	64½	62½	64½	+1¾
82⅜	83	600	Brooklyn Rapid Tran	82¼	83	82¼	83	...
252⅜	253½	6,000	Canadian Pacific	251¾	252¾	250¾	252½	+1¼
25¾	26	1,700	Central Leather Co	25	26	24⅞	25⅞	+1
92	92⅜	100	Cent. Leather Co. pf	92¼	92¼	92¼	92¼	...
79⅝	80	1,100	Chesapeake & Ohio	80	80	79¼	79⅞	— ¼
110⅞	111	2,400	Chi., Mil. & St. Paul	110¾	111⅛	110¼	110⅞	+ ⅛
...	...	8,765	Chi., M. & St. P. Rgts	⅛	17-32	⅛	17-32	+1-32
142¾	143⅛	100	Chi., Mil. & St. P. pf	142½	142¾	142½	142½	—⅛
143¼	143⅜	100	Chi. & Northwestern	143½	143⅞	143½	143½	— ⅛
3¼	3½	1,300	Chi. Un. Tr. tr. sta	2⅞	3½	2⅞	3½	+1¼
8	8¼	1,000	Chi., Un. Tr. pf.tr.sta	6½	8¼	6½	8½	+2¼
29	29⅛	2,900	Chino Copper	27⅝	29¼	28⅞	29	+ ⅛
101⅛	105	100	C., C., C. & St. L. pf	101½	101½	101½	101½	+ ⅜
29⅝	30¼	1,000	Colorado Fuel & Iron	30	30¼	29½	30⅛	+ ⅜
45	45½	100	Colorado & Southern	45	45	45	45	...
143½	144	800	Consolidated Gas	143⅜	143⅝	143½	143⅝	...
15¼	15⅜	700	Corn Products Ref	15⅛	15⅜	15¼	15¼	— ⅛
82⅞	82⅞	300	Corn Products Ref. pf	82⅜	82⅝	82½	82½	— ⅛
72	75	300	Crex Carpet	70½	72	70½	72	+2
42	42½	200	Den. & Rio Grande pf	42½	42½	42½	42½	— ½
37⅝	37½	17,000	Erie	37½	37⅝	36⅝	37⅜	— ⅛
55⅞	56⅛	800	Erie 1st pf	56	56	55	56	...
170	170½	950	General Electric	170¼	170⅝	170	170¼	+ ¼
74½	75	100	General Motors pf	75	75	75	75	—1⅞
4¼	4⅝	750	Goldfield Consol	4⅜	4⅜	4¼	4¼	— ⅛
131⅜	132	2,100	Great Northern pf	132	132	131	131⅜	— ⅛
40	40⅜	3,800	Gt. N. certs. ore prop	40¼	40¼	39¼	40⅛	— ⅛
130	131	200	Illinois Central	129½	130	129½	130	+ ¼
19⅜	19⅞	500	Inter.-Met. v. tr. cfs	19¼	19⅝	19½	19⅝	— ⅛
58⅝	59	600	Inter.-Met. pf	59¼	59¼	58¼	58⅜	— ¼
117⅝	118	4,800	Int. Harvester	116	118¼	116	117⅞	+1⅞
115	122	150	Int. Harvester pf	121	121	121	121	— ⅜
13⅞	14	2,200	Int. Paper	12¾	14	12¾	14	+1
55⅞	56	900	Int. Paper pf	55	56	55	55⅞	+1⅞
29	29½	1,200	Int. Steam Pump	29¼	29¼	29	29	— ¼
28	28½	100	Kansas City South	28	28	28	28	— ½
106¼	106½	830	Laclede Gas	106½	106¾	106¼	106½	...
15	15½	200	Lake Erie & Western	15	15	15	15	— ⅛
164⅜	165½	2,400	Lehigh Valley	164⅜	164⅞	163⅜	164⅞	— ⅛
190	192	300	Liggett & Myers	190	191	190	190	...
109¼	110	200	Liggett & Myers pf	109⅝	109¾	109¼	109¾	+ ⅛
159½	160	1,200	Louisville & Nash	159½	159⅝	158⅝	159⅜	— ⅛
85	85½	100	Mackay Cos	85¼	85⅞	85¼	85¼	—1⅜
69½	69⅝	100	Mackay Cos. pf	69⅜	69⅜	69⅜	69⅜	— ⅛
5⅛	5¼	2,300	Mercantile Marine	5	5⅛	4⅞	5⅛	+ ⅛
21¼	21⅜	4,900	Mercantile Marine pf	21¼	21½	20¼	21½	+ ⅛
26	26⅛	400	Miami Copper	26⅛	26¼	25⅞	26¼	...
22⅝	23½	100	Minn. & St. Louis	22¾	22¾	22¾	22¾	— ⅛
48⅝	49½	110	Minn. & St. Louis pf	49	49	49	49	— ⅛
141⅝	142	828	M., St. P. & S. S. M	141⅝	142	141	142	+ ½
151	152	14	M., St. P. & S. S. M. pf	150½	150½	150½	150½	...
29½	30	300	Mo., Kansas & Texas	30	30	29⅝	30	— ⅛
65	66	200	Mo., Kan. & Tex. pf	65½	66	65½	66	—1¼
44	44¼	3,100	Missouri Pacific	44	44⅜	43¼	44¼	+ ⅝
15⅝	16¼	200	Nat. Enam. & Stamp	16	16	16	16	— ⅛
90	94	25	Nat. Enam. & St. pf	94	94	94	94	...
57¼	58	300	Nat. Lead Co	57½	57½	57¼	57½	— ⅛
29½	30	300	N. Rys. of Mex. 2d pf	29¼	29½	29¼	29½	+ ⅛
19¾	19⅞	600	Nevada Con. Copper	19⅜	20	19⅜	19⅝	—1⅜
55⅜	55½	100	N. Y. Air Brake	55¼	55¼	55¼	55¼	— ⅛
118⅜	118⅞	23,800	N. Y. Central	118	119⅛	117¼	118⅝	+1⅛
89¾	90	850	N. Y., Chi. & St. L	57⅞	59⅝	57⅞	59¾	+2⅜
85	90	100	N. Y. C. & St. L. 2d pf	89	89	89	89	— ⅛
40¼	40⅝	400	N. Y., Ont. & West	40⅜	40⅝	40	40	— ⅛
91½	92½	600	N. Y. State R'ways	91½	92¼	91½	92¼	+ ½
113	113¾	4,400	Norfolk & Western	112⅝	113¼	111⅞	113¼	+1½
83⅜	84	300	North American	83	83⅜	83	83⅜	+ ⅛
121½	121¾	5,150	Northern Pacific	121¼	121¾	120	121¼	+ ⅛
32½	33	200	Pacific Mail	32½	32⅝	32⅜	32⅜	+ ⅛
48⅛	48⅛	500	Pacific Tel. & Tel	47⅝	48¼	47½	48	+ ⅛
125¼	125⅝	2,128	Pennsylvania R. R	125	125¼	124⅜	125¼	+ ⅛
13	14½	100	Peoria & Eastern	13⅜	13⅜	13⅜	13⅜	— ⅛
107¼	108	500	Philadelphia Co	107½	107½	107	107½	— ⅛
105	105¼	800	Pitts., C., C. & St. L	104	105	104	105	...
211½	218¾	500	Pittsburgh Coal	217⅜	217⅜	217⅜	217½	...
86	87	100	Pittsburgh Coal pf	86	86	86	86	— ⅛
34¼	35½	300	Pressed Steel Car	34	34¼	34	34	— ⅛
6¾	7	100	Quicksilver	7	7	7	7	— ⅛
6	6⅞	300	Quicksilver pf	6⅜	6¾	6¼	6⅝	+ ⅛
19⅞	20	3,500	Ray Con. Copper	19⅝	20	19¼	19⅞	+ ⅛
32⅞	33⅜	400	R'way Steel Spring	33	33	32⅜	32⅝	+ ⅛
165½	165⅞	87,700	Reading	166	166	163⅞	165⅞	— ⅛
23½	24	250	Rep. Iron & Steel	23¼	23¼	23	23	— ⅛
78¼	78½	300	Rep. Iron & Steel pf	78⅝	78⅝	77⅞	78	...
29	29¼	3,300	Rock Island Co	29¼	29⅝	28⅝	29	...
56⅝	57⅜	900	Rock Island Co. pf	56⅞	57⅛	56½	57	+ ⅛
27½	28½	100	St. Louis & San Fran	27½	27½	27½	27½	+1
32	34	200	St. Louis Southwest	33	33	33	33	—1
75	76	300	St. Louis Southw. pf	76	76	76	76	— ⅝
23⅞	26	400	Seaboard Air Line	25½	25⅞	25½	25⅞	+ ⅝
162¼	162¾	300	Sears, Roebuck	163¼	163½	163	163	...
112⅞	113	1,800	Southern Pacific	112⅜	112⅝	112¼	112⅝	— ⅜
29⅞	30	1,100	Southern R'way ext	29⅝	30	29⅝	30	...
74	75	300	South. R'way pf. ext	74⅝	74⅝	74	74	— ⅛
40⅜	41	1,200	Tennessee Copper	41½	41⅞	40⅜	40⅝	— ⅛
94	97	300	Texas Co	96	96	95⅜	95⅝	— ⅛
24	24¼	100	Texas & Pacific	24¼	24¼	24¼	24¼	+ ¼
89	...	200	Tex. Pac. Land Trust	89	89	89	89	—1
38	39	100	Third Avenue new	37⅞	37⅞	37⅞	37⅞	+ ⅞
9¼	9⅝	300	Toledo, Ry. & Light	10	10	10	10	— ⅛
105½	106¾	400	Twin City Rap. Tran	105¼	105½	105¼	105½	+ ½
101	102	100	Underwood Typewrit	101	101	101	101	— ⅛
106¼	111½	100	Underwood Typew. pf	111½	111½	111½	113½	+ ¼
9⅞	10	675	Union Bag & Paper	9⅝	9⅞	9⅝	9⅞	+ ⅛
172½	172⅝	24,400	Union Pacific	172⅞	173⅛	171¼	172½	...
91	91½	400	Union Pacific pf	91⅜	91⅝	91¼	91¼	...
33¼	33⅜	100	United Rys. Invest	33¾	33⅝	33⅜	33⅜	— ⅛
17⅜	18	350	U. S. Cast Iron Pipe	17⅜	17⅞	17⅜	17⅞	+ ⅛
55	56	300	U. S. Cast Iron P. pf	54⅝	55	54⅜	55	+ ⅛
77½	77⅝	200	U. S. Realty & Imp	77¼	77½	77¼	77½	+ ⅛
2¾	4	100	U. S. Reduction & Ref	2⅝	2⅝	2⅝	2⅝	+ ⅛
98	101	100	U. S. Ind. Alcohol pf	100⅞	100⅞	100⅞	100⅞	—1⅞
53⅜	55¼	1,150	U. S. Rubber	55	55	54⅜	55	+ ⅛
70⅞	71	86,250	U. S. Steel	70⅜	71	69¾	71	+ ⅝
112½	112⅞	1,080	U. S. Steel pf	112⅜	112⅝	112½	112½	— ⅛
64⅛	64¼	10,400	Utah Copper	64⅛	64½	63½	64¼	+ ⅛
50	50½	5,750	Va.-Carolina Chem	51⅜	51⅝	49	49¾	—1¾
118	119	100	Va.-Caro. Chem. pf	118⅜	118⅞	118⅜	118⅝	+ ¼
63⅞	67	120	Va. Iron, Coal & Coke	64	64	64	64	—1
80	85	120	Vulcan Detinning pf	80½	80½	80½	80½	—1⅝
21¼	22½	1,400	Wabash pf	21⅛	21⅜	21	21	...
62½	63	400	Western Maryland	62	62⅞	61⅝	62⅞	+ ⅛
82¼	82⅜	800	Western Union Tel	82⅜	82⅜	82	82¼	— ⅛
75½	76	400	Westinghouse E. & M	75	75¼	75	75¼	+ ¼
190	200⅛	50	Weyman & Bruton	196	196	196	196	...
8½	9	100	Wheel. & Lake Erie	8⅞	8⅞	8⅞	8⅞	+ ⅛
25½	25¾	1,950	Wheel & L. E. 1st pf	25	25⅜	25	25⅜	+ ⅛
13¼	13¾	1,200	Wheel. & L. E. 2d pf	13	13¾	13	13⅜	+ ⅜

BONDS ON STOCK EXCHANGE.

Total sales April 17, 1912 ..... $2,461,500
From Jan. 1, 1912 271,357,500
Same period last year 259,138,000

Jap Gov 4½s, str ln 6,000 ..... 92⅜
2d Series 2,000 ..... 91⅞
2,000 92
Chinese Ry 5s, rcts, full paid 2,000 ..... 95½
U S of Mex 5s 1,000 96
N Y State 4s, 1961 43,000 ..... 102⅝
N Y City 4s, 1958 1,000 ..... 100⅛
31,000 100
4s, 1959 2,000 100
N Y City 4½s 21,000 ..... 102¼
1,000 ..... 101⅞
4½s, 1957 6,000 ..... 107¼
new 18,000 ..... 107½
15,000 ..... 107¼
4½s, 1917 1,000 ..... 102¼
Allis-Chalmers 5s 1,000 ..... 65⅜
6,000 ..... 65½
Am Smelt Secur 6s 5,000 ..... 104⅞
2,000 105
2,000 ..... 104⅞
10,000 ..... 104⅞
Am T & T col 4s 2,000 91
conv 4s 20,000 ..... 114⅞
10,000 115
10,000s20f 114⅝
10,000 115
Am Thread 4s 4,000 ..... 93½
Ann Arbor 1st 4s 2,000 ..... 81½
Armour & Co 4½s 5,000 92
A, T & S F gen 4s 5,000 ..... 90½
1,000 ..... 90⅝
4,000 ..... 90½
adjsmt 4s, stpd 1,000 ..... 91¼
1,000 ..... 91½
conv 4s, 1955 20,000 108
conv 4s, 1960 12,000 ..... 103½
1,000 ..... 103⅜
10,000 ..... 103½
conv 5s 8,000 ..... 108⅞
Atl Coast Line 4s 19,000 ..... 95⅜
10,000 ..... 95½
Lou & N col 4s 5,000 ..... 94⅜
31,000 ..... 94½
Balt & O gold 4s 6,000s10f 98¼
2,000 ..... 98⅜
1,000 ..... 98½
1,000 ..... 98¼
5,000 ..... 98¼
P. L E & W V 4s 6,000 ..... 91½
Beth Steel 5s 3,000 93
20,000 ..... 93½
5,000 ..... 93⅝
5,000 96
5,000 ..... 96⅛
20,000 ..... 96½
1,000 ..... 96⅜
2,000 ..... 96½
1,000 ..... 96⅝
1,000 ..... 96¾
4,000 ..... 96½
5,000 ..... 96⅜
4,000 ..... 96¼
15,000 ..... 96⅜
25,000 98
Bklyn City 1st 2,000 102
B R T ref conv 4s 2,000 ..... 87½
10,000s15f 87
12,000 ..... 87½
1,000 ..... 87¼
2,000 ..... 87½
9,000 87
B, R & P gen 5s 1,000 ..... 112½
Canada So 1st 6s 3,000 ..... 101¼
C of Ga Ry con 5s 1,000 ..... 109⅝
Cent Pac gtd 4s 7,000 ..... 95⅞
Ches & O con 5s 1,000 111
gen 4½s 11,000 ..... 100½
5,000 ..... 100⅝
2,000 ..... 100⅜
1,000 ..... 100⅜
conv 4½s 1,000 ..... 93½
Chi & Alton 3½s 5,000 62
3,000 ..... 62½
C, B & Q gen 4s 2,000 ..... 98¼
1,000 ..... 98½
joint 4s 52,000 ..... 98⅞
3,000 ..... 96⅜
4,000 ..... 96⅞
20,000 ..... 96⅜
Ill Div 4s 1,000 ..... 99½
Chi & East Ill ref & imp 4s 10,000 ..... 79½
Chi Gt Westn 4s 5,000 ..... 79⅛
Chi, I & L ref 6s 2,000 ..... 128¼
Chi, Mil & St P gen 4s, Ser A 2,000 ..... 98½
conv 4½s, w i 163,000 ..... 103¼
50,000 ..... 103⅝
Chi & N W gen 4s 8,000 ..... 97¾
Chi, Rock Isl & P Ry ref 4s 3,000 ..... 89½
C R I & P R R 4s 7,000 ..... 72⅝
3,000 ..... 72½
Chino Copper 6s 3,000 125
10,000 123
Col Industrial 5s 1,000 76
Col & Southn ref & ext 4½s 5,000 ..... 96⅜
Corn Prod Ref s f 5s, 1934 5,000 96
Cub-A Sug col tr 6s 10,000 96
Den & R G 1st & ref 5s 10,000 ..... 88¼
Det Un Ry con 4½s 3,000 ..... 79½
Dist Sec Corp 5s 7,000 ..... 75⅝
1,000 ..... 73⅝
Erie 1st gen 4s 3,000 ..... 79½
Du Pont de Nem Powder 4½s 7,000 90
Erie cv 4s, Ser B 30,000 ..... 80½
1,000 ..... 80½
Gen Motors 6s 1,000 ..... 99¾
1,000 100
Gt Nor ref 4½s 1,000 101
4,000 ..... 101⅛
3,000 101
Hock V 1st 4½s 2,000 101
Ill Cent ref 4s 3,000 ..... 95¾
Ill Steel 4½s, J. P. Morgan & Co Tr rects 20,000 ..... 92½
Indiana Steel 5s, J. P. Morgan & Co. Tr rects 16,000 ..... 101¼
63,000 ..... 101⅛
5,000 101
20,000 ..... 101⅛
10,000 101
2,000 ..... 101⅛
Inter-Met 4½s 26,000 ..... 82¾
10,000 ..... 82⅝
Inter Rap T 5s 11,000 ..... 104½
2,000 ..... 104⅜
Internat Nav 5s 4,000 ..... 80¾
Int Steam P 5s 2,000 ..... 93⅜
Iowa Cent ref 4s 1,000 ..... 64⅞
Lack Steel 5s, 1915 8,000 91
1,000 ..... 90⅜
1923 1,000 94
1950 1,000 78
9,000 ..... 77½
Lacl Gas Light of St L 1st 5s 5,000 ..... 102¼
L E & Wn 1st 5s 1,000 ..... 109½
S & M So 3½s 2,000 ..... 88¼
L S & M So 4s, 1928 3,000 ..... 93¼
L S & M So 4s, 1931 5,000 ..... 93¼
1,000 ..... 93½
2,000 ..... 93¼
Long Isl con 5s 1,000 110
Ligg & Myers 7s temp bonds 1,000 ..... 120⅝
Ligg & Myers 5s temp bonds 10,000 ..... 94¾
2,000 ..... 94⅞
44,000 ..... 94⅝
Louisv & Nashv gen 6s 1,000 ..... 116½
unified 4s 3,000 90
S & N Ala 5s 1,000 ..... 110⅞
Louis & N. Alt, K & Cin 4s 2,000 ..... 92¾
2,000 ..... 92½
Man Con 4s, tax exempt 10,000 ..... 97½
Mer Mar col tr 4½s 10,000 ..... 63½
1,000 ..... 63⅝
5,000 ..... 63⅝
5,000 ..... 63⅝
1,000 ..... 63⅝
5,000 ..... 63⅝
10,000 ..... 63⅝
2,000 ..... 63⅝
5,000 ..... 63⅝
3,000 ..... 63⅝
1,000 ..... 63⅝
11,000 ..... 63½
7,000 ..... 63¼
3,000 ..... 63⅝
10,000 ..... 63⅝
10,000 ..... 63¼
10,000 ..... 63⅝
10,000 ..... 63½
32,000 ..... 63½
10,000 ..... 63⅝
15,000 ..... 63⅝
Mo Pac 5s, 1917 1,000 ..... 99⅝
conv 5s 2,000 89
5,000 ..... 88⅝
Mo Pacific 4s 5,000 ..... 74½
M & E con 7s 1,000 ..... 108¼
Natl Tube 5s, J. P. Morgan & Co trust rcts 35,000 ..... 100⅜
30,000 ..... 100⅝
15,000 ..... 100⅞
N Y Cent deb 4s, 1934 2,000 ..... 96¼
gen 3½s 9,000 ..... 86⅞
41,000 87
Lake S col 3½s 5,000 82
1,000 ..... 81½
registered 3,000 ..... 80⅜
N Y. Chi & St L deb 4s 3,000 90
N Y G. El L. H & P pur mon 4s 15,000 89
9,000 ..... 89½
N Y L & W 1st 6s 1,000 ..... 113⅝
N Y O & W ref 4s 1,000 ..... 94¼
N Y Rwys temp ref 4s 11,000 ..... 80⅛
temp adj 5s 67,000 ..... 53⅜
23,000 54
5,000 ..... 54⅛
6,000 ..... 54⅛
N Y Tel 4½s 14,000 ..... 100⅛
N Y, West & B 4½s 4,000 ..... 93½
Nor & W conv 4s 10,000 112
15,000 ..... 111½
45,000s20f 111½
30,000 113
sub rcts, full pd 10,000 110
40,000 ..... 110½
Pocah C & C 4s 1,000 ..... 93¼
N Pac Term 1st 1,000 ..... 111⅜
Nor Pac 4s 9,000 ..... 99⅞
Nor Pac 3s 4,000 ..... 69⅞
1,000 ..... 69⅝
Oregon Short Line 1st con 5s 1,000 c 110⅝
Oregon Short Line gtd ref 4s 6,000 ..... 83½
5,000 ..... 83⅜
Oz & Cher C 5s 2,000 ..... 99⅞
Pac Tel & T 5s 1,000 ..... 100⅜
4,000 ..... 100¼
2,000 ..... 100⅛
10,000 ..... 100¼
Penn cv 3½s, 1915 20,000 ..... 97⅜
Penn Co gtd 3½s, Series B 6,000 ..... 83¾
Penn gtd gold 4s 8,000 ..... 97½
P. Lorillard Co 7s temp bonds 1,000 ..... 121⅝
7,000 ..... 121¾
1,000 ..... 121⅝
P. Lorillard Co 5s temp bonds 15,000 96
500 ..... 96¼
10,000 ..... 95¾
Pitts, C. C & St L gtd 4½s, Series A 1,000 ..... 105⅞
Pub Serv Corp s f 5s 2,000 94
Reading gen 4s 2,000 98
2,000 ..... 98⅛
2,000 ..... 98¼
R I, Ark & L 4½s 1,000 ..... 91⅝
1,000 ..... 91½
St L, Ir Mt & So unif & ref 4s 1,000 81
St L, Rocky Mt & Pacific 5s 1,000 84
St L S W con 4s 5,000 ..... 81½
St P & Kan City S Line 1st 4½s 5,000 ..... 91½
San A & A P 4s 1,000 ..... 88⅝
Seab A L adj 5s 2,000 80
Seab A L ref 4s 3,000 ..... 81½
So Pac 1st ref 4s 17,000 ..... 95½
10,000 95
So Ry gen 4s 11,000 ..... 78⅞
7,000 ..... 78¾
28,000 ..... 78⅞
Term Assn of St L 1st con 5s 1,000 ..... 112½
Tex Co conv 6s 4,000 ..... 98½
Third Av adj 5s 21,000 ..... 72¼
Un Pac 1st 4s 8,000 ..... 101⅝
Un Pac 1st & ref 4s 10,000 ..... 96⅞
15,000 ..... 96¾
United Railroads of San Fran 4s 5,000 ..... 63⅜
U S Rubber 6s 2,000 ..... 104⅜
3,000 ..... 104½
U S Steel Corp s f 5s 1,000 c 102¼
2,000 ..... 102⅛
10,000 c 102⅛
10,000 ..... 102⅜
1,000 ..... 102¼
5,000 ..... 102⅜
10,000 ..... 102¼
5,000 ..... 102⅛
30,000 ..... 102⅜
Wabash R R ref & ext 4s 11,000 ..... 63¼
20,000 ..... 63¼
5,000 ..... 63⅝
Equit Tr Co cts of dep 1,000 ..... 61½
stamped 2,000 ..... 61⅜
Wab. Pitts. T 1st, Cent Tr cfs 1,000 ..... 87⅜
13,000 88
10,000 88

THE REAL ESTATE FIELD

Builder Buys Fifty-third Street Plot Near Park Avenue—Thirtieth Street Deal Near Fifth Avenue—Bronx Block Front Sold—Brooklyn Auction Offerings—Title Passes to Big Queens Acreage.

A large deal in Fifty-third Street, between Park and Lexington Avenues, and a sale in Thirtieth Street, near Fifth Avenue, were the chief transactions in the Manhattan realty market yesterday. In the Bronx the continued activity was shown by the purchase of a block front for immediate apartment house improvments. The unusually large list of Brooklyn properties in the Vesey Street Salesroom occasioned some good bidding, while Bryan L. Kennelly also sold at auction the five-acre estate at Irvington-on-the-Hudson known as El Retiro for the Leberer heirs to Howard K. Nichols for $24,300. The announcement of leases aggregating nearly $1,000,000 in the new loft recently erected on the site of the Masonic Temple at Sixth Avenue and Twenty-third Street shows the steady demand in the Twenty-third Street loft centre.

The Fifty-third Street deal includes the four five-story apartments at 114 to 120 East Fifty-third Street, having a total frontage of 112 feet by 100.5 feet deep. The buyer is James C. McGuire & Co., building contractors, who lately bought the southeast corner of Lexington Avenue and Forty-ninth Street, with an "L" to Forty-eighth Street. The Fifty-third Street property was acquired from the Ottman estate, H. Reinheimer being the broker in the transaction.

No plans for improvement have yet been made by the new owners. The section since the beginning of the Lexington Avenue subway and the decision to cover the Park Avenue blocks over the tracks from Fiftieth to Fifty-eighth Street has shown considerable activity. Adjoining the plot just sold, which includes the Park Avenue block front between Fifty-second and Fifty-third Streets, E. Clifford Potter and his associates are putting up an immense apartment, and another apartment is going up adjoining the southeast corner of Park Avenue and Fifty-third Street.

Thirtieth Street Deal Near Fifth Av.

The Thirtieth Street deal was made by George Neiman, who sold the plot at 7 and 9 West Thirtieth Street, 50 by 98.9 feet, for the Winona Construction Company to an investor, who is negotiating to resell the property to a builder for improvement. The Winona Construction Company took the plot in part payment last August for the twelve-story building at 19 to 21 West Thirty-sixth Street, sold by the same broker.

Private Dwellings.

The four-story residence at 25 West Seventy-fourth Street has been sold for Elida Clark to an investor. It occupies a lot 22 by 102.2 feet, between Central Park West and Columbus Avenue. The same broker recently sold the residence at 21 West Seventy-fourth Street on lot 25 by 102.2 to Alfred Gutwillig for the Sterry estate.

Investor Buys Third Avenue Parcel.

The five-story business building 1,020 Third Avenue on a lot 25 by 95 has been sold to an investor by Julius Jungman. The building, which is located between Sixtieth and Sixty-first Streets, is under a long lease to Hegeman & Co. and has been held at $80,000. Thomas & Oppenheim negotiated the transaction.

Bronx Sales.

S. Albert of Platt & Albert has sold for John Schreyer to Harry G. Guttman, President of the Nulaw Realty and Construction Company, the entire block frontage on the southerly side of 178th Street, between Prospect and Mapes Avenues, having a frontage of 295 feet and being 47 feet in depth.

The same broker has sold for Martin Kelly the plot 53 by 150 on the easterly side of Prospect Avenue, adjoining the above plot, to Harry G. Guttman, which gives the buyer a frontage of 100 feet on Prospect Avenue. On the plot will be erected five five-story apartment houses. The Nulaw Realty and Construction Company is completing three five-story buildings on Crotona Avenue and 176th Street.

Shaw & Co. have sold 2,898 Heath Avenue, a three-story brick two-family dwelling 21 by 100.

F. W. Eggert has sold for William H. Kirchner the southeast corner of East 243d Street and Robertson Place to Bridget Taggart of Mount Vernon, a vacant plot 66 by 100; also for Michael A. Grimes the two-family house 4,751 Matilda Avenue to William C. and Charles Thiede, and for John Rotano to a client the vacant corner lot 100 by 100 on the southwest corner of East 241st Street and Richardson Avenue.

John Kelly sold for Frank A. Schorer to a client a one-family ten-room dwelling in course of construction on plot 82 by 90, situated on east side of Creston Avenue, 115 feet south of Burnside Avenue; also sold for William L. Phelan to a client a plot 50 by 100, east side of the Grand Concourse and Boulevard, 150 feet north of 181st Street. The purchaser gave in exchange a two-family detached brick dwelling on lot 25 by 100, at 2,076 Morris Avenue.

Francis Keil, the northwest corner of Kurz & Uren, Inc., have sold for Creston Avenue and 190th Street, a plot 114 by 100, to a client who will erect a residence thereon.

Brooklyn Property at Auction.

The largest list of Brooklyn properties that has been offered in the Vesey Street Salesroom for some time was sold there yesterday, by Bryan L. Kennelly, and very satisfactory prices were obtained. The Manhattan Avenue flats elicited some active bidding. George Randolph paid $15,750 for the four-story flat, 25 by 100, at 954 Manhattan Avenue, north of Java Street, and he also bought for $13,500 the four-story flat at 132 West Street, 25 by 100, 75 feet north of Java Street. R. W. Bloch secured four flats on a plot, 75 by 100, at the southwest corner of India and Oakland Streets and the same buyer also purchased for $24,500 the plot, 28 by 100, on the northwest corner of Schnectady Avenue and St. John's Place. The five-story flat, 25 by 100, at 948 Manhattan Avenue northwest corner of Java Street, was bought by Edward Cooper for $33,000, and Charles L. Gilbert got the plot at 1,065 Manhattan Avenue, southwest corner of Eagle Street, 25 by 100, for $25,000.

Brooklyn.

The Albert Edward Realty Company has sold ten lots on St. Paul's Place, between Church Avenue and St. Paul's Court. The buyer, M. Engelhardt, intends to erect four-story apartment buildings. The land was sold for the Murdock Realty Company. The same brokers have also sold 115 Buckingham Road, a large twelve-room dwelling, covering a plot 75 by 150, for Joseph M. Blaisdell, to H. C. Rowley, for occupancy.

John H. Gelhardt, Jr., has sold the three-story and basement house 1,411½ Pacific Street, for Sheldon A. Du Cret, to Annie E. Armstrong, who will immediately take possession for residence.

Roller Coaster Property Sold.

The leasehold property of the International Giant Safety Coaster Company, situated on the easterly side of West Tenth Street and running from Surf Avenue to the ocean, was sold at public auction yesterday, and bid in by the Title Guarantee and Trust Company, the plaintiff in the foreclosure action, which company was acting as trustee for the bondholders of the first mortgage bonds. At the present time the roller coaster is being managed by the receiver appointed in the foreclosure action, and arrangements have been made for its operation during the coming season.

Takes Title to Queens Acreage Plot.

The Colpo Realty Company took title yesterday to 50 acres of the Capt. Graham property on the west side of College Point Causeway, between Flushing and College Point, and having a frontage of 1,700 feet on Flushing Bay. The Dime Savings Bank of Brooklyn has made a loan of $65,000 on the property. The officers of the purchasing company are Alexander Moffat, President, and William C. Lang, Secretary and Treasurer.

This company recently took title to sixty-four acres on the east side of the Causeway, consisting of parts of the Smythe, Mitchell, and Graham farms, and on this property the Dime Savings Bank made a loan of $90,000. The purchasers have filed plans for the construction of 100 two and three story brick dwellings.

Long Island Sales.

Leroy Thornton has sold to Anthony Millewski of Whitestone a parcel, 38 by 168, on the north side of Seventeenth Street, Whitestone.

Samuel C. Masters and Frederick Van Nostrand, executors and trustees, have sold to the Long Island Railroad Company a parcel, 28 by 8, adjoining the company's property, 40 feet west of Murray Avenue.

The Realty Syndicate has sold to Henry J. C. Brand of Manhattan a parcel of two lots at Talford Park, Flushing.

Annie Bligh has sold to Annette E. Bligh of the Bronx a parcel of two lots at Kenmore, Whitestone.

The James S. Maher Building Construction Company has sold to Minnie L. Maher of Manhattan a parcel, 122 by 225, on the west side of Q Place and 125 feet on the east side of I Place, Whitestone.

August Dunstatter has sold to George Grix of Chester Park a parcel of 40 feet on the north side of Broadway, Morris Park.

New Jersey.

The Salz Agency has sold at Keyport the Pike residence on First Street to Mrs. Annie Bauer of Elizabeth; the Louise Heiser farm of 200 acres to W. H. Marcey of New York; the Crawford farm of 75 acres for about $10,000 to Henry L. Simonson of Staten Island, and the Gehlhaus waterfront property of about 60 feet to George Thompson & Son of New York.

$1,000,000 in Leases.

The Charles F. Noyes Company has negotiated leases aggregating nearly a million dollars for the Masonic Hall Trustees in the new nineteen-story building at 71 West Twenty-third Street, at the northeast corner of Sixth Avenue, to the following firms: The entire ninth floor to Bearman & Harris; the entire fourteenth office floor to Manufacturers and Buyers Exchange Company, a consolidation of prominent Southern cotton manufacturers; a large portion of the sixteenth floor to A. J. Cazelar; a large portion of the eighth floor to Wilkinson B. Wright; space on miscellaneous floors to A. B. Newcomb, Eshborn Brothers, and Bullowa and Jesse T. Beals.

Also large suites of offices to Hedden Construction Company, Keitel Manufacturing Company, Keyes Products Company, Charles Parks, Merchants Collection Agency, Wohlfahrt Fasion Company, and the Gleason Tiebout Glass Company. The floor area of this building is 14,000 square feet, and the upper floors are devoted to office purposes. The building is now nearly completed, the above leases having been made from the plans. The building connects with 48 West Twenty-fourth Street and is the largest loft and office building in the neighborhood, representing a cost of $4,000,000.

Douglas Robinson, Charles S. Brown Company has leased for Dr. Robert C. Myles the five-story building 59 West Thirty-sixth Street to John Wallace Brett.

Frederick Fox & Co. have leased for the Martin Holding Company, represented by Albert B. Ashforth, the sixth loft in the Arena Building, 38 and 40 West Thirty-second Street, to the New York Fashion Feather Company, and for Joseph J. Asch the eighth loft at 23-29 Washington Place, corner of Greene Street.

Royal Scott Gulden has leased to Robert Smeaton space in the Windsor Arcade, Fifth Avenue and Forty-sixth Street, for Harris & Vaughan, agents, and for A. R. E. Pinchot, the third floor of 27 West Forty-sixth Street to Mme. Zola.

Private Dwellings Leased.

H. C. Senior & Co. have leased for the estate of M. I. Donaldson of Washington, D. C., the three-story and basement dwelling 140 West Ninety-seventh Street, to Mary A. Stephen.

James A. Sheeran has leased to Catherine Herz for Delia Rush, the three-story private dwelling 205 East Eighty-second Street.

Burrill Brothers have sold the three-story private house 466 Ninth Street, between Seventh and Eighth Avenues, Brooklyn, for William E. Hughes to H. J. Wright.

$81,000 for L. I. City Buildings.

The R. V. Wechsler Realty Company will erect seven two-story brick dwellings on Third Avenue, south of Graham Avenue, at a cost of $21,000. This is the first introduction of the two-story brick dwelling in the First Ward.

Frank Hollck will erect three four-story brick tenements on Steinway Avenue, north of Washington Avenue, at a cost of $60,000. Last week permits were taken out for four tenements in this section, and then it was mentioned that this section is building up rapidly with tenements, owing to the direct transit with Manhattan for a five-cent fare. The builders in this district say their houses are filled with desirable tenants as fast as they are completed.

Decrease in Queens Building.

Although the records of the Building Bureau in Queens show that the number of applications for permits and the value of the buildings which have been erected since Jan. 1, 1912, have not kept up with the record of a year ago and that during the first quarter of this year the valuation of buildings erected is nearly $1,000,000 behind that of the first quarter of last year, still the number of permits and the valuation have increased with each month. The records for the first quarter of this year have just been completed by Superintendent Moore of the Building Bureau, and they are as follows:

NEW BUILDINGS.

Month.	Number.	Valuation.
January	222	$384,740
February	296	1,110,624
March	551	2,041,315
	1,069	$4,036,679

ALTERATIONS.

Month.	Number.	Valuation.
January	52	$24,658
February	72	49,192
March	163	176,743
	287	$250,588

These figures indicate that the operations in the borough for the first quarter have totaled $4,281,267, exclusive of plumbing permits, which would bring the total up to another $100,000. One reason given for the falling off by the officials in the Building Bureau is that the regulations of the Tenement House Commission have greatly hampered the speculative builders.

$850,000 Fourth Avenue Loft.

Plans have been filed for a twelve-story store and loft building on the west side of Fourth Avenue, between Twentieth and Twenty-first Streets. It will have a frontage of 184 on the avenue, by 125 on the former and 100 feet on the latter street. It will be fireproof and has been estimated to cost $850,000. The 252 Fourth Avenue Company is the owner. Rouse & Goldstone are the architects.

Lexington Avenue Hospital.

Plans have been filed for an eight story hospital for the Beth David Hospital Association on the northwest corner of Lexington Avenue and 113th Street. It will have a frontage of 60.11 feet on the avenue and 78.10 on the street. The facade will be of brick and terra cotta.

Notes.

Douglas L. Elliman & Co., as agents for the new building at 840 Park Avenue, the northwest corner of Seventy-sixth Street, report the leases of two large duplex apartments, one to Bradley L. Eaton and one, in conjunction with Pease & Elliman, to Mrs. Henry A. Alexander.

Also large apartments in the following buildings:

At 515 Park Avenue, for J. J. Hearn to Ralph W. Merrill.

At 1 Lexington Avenue, for Miss P. Pomeroy to Robert W. Green.

Slawson & Hobbs have been appointed agents for the new twelve-story apartment house now in course of construction at the northeast corner of Riverside Drive and 116th Street, to be known as the Burr-Hamilton. The A. C. & H. M. Hall Realty Company is the owner and builder.

A number of prominent real estate brokers gathered at the rooms of the Real Estate Board of Brokers, 115 Broadway, at noon yesterday and presented Henry W. Polhemus, real estate editor of The Evening Post, with a purse of gold in honor of the completion of fifty years of service on that paper. The presentation was made by Irving Ruland, President of the board.

Results at Auction.

Yesterday's offerings in the Real Estate Salesroom, 14 and 16 Vesey Street, resulted as follows:

By Bryan L. Kennelly.

"El Retiro," an estate at Irvington-on-Hudson, consisting of over five acres with three-story dwelling and outbuildings; voluntary sale, to Howard W. Nichols, $24,300.

By Henry Brady.

128th St, 136-144 West, n s, 375 ft w of Lenox Av, 75x99.11, five three-story dwellings; foreclosure, to Charles W. Watson, a party in interest, $31,000.

By Herbert A. Sherman.

115th St, 426-430 East, s s, 270 ft e of 1st Av, 50x100.10, six-story tenement and stores; foreclosure, to the plaintiff, W. W. Smith, $45,000.

By J. H. Mayers.

Water St, 655, s s, 350 ft w of Jackson, 25x70, five-story tenement; foreclosure, to the plaintiff, B. A. Sands, $9,500.

AT 3,156 THIRD AVENUE.

By Joseph P. Day.

Fordham Road, n s, s corner of Grand Boulevard and Concourse, 108.9x228.3x126.8x222.9, two-story dwelling and vacant; also

Creston Av, e s, 150.1 ft n of 181st St, 52.6x75.4x50x91.3, vacant; also

Webster Av, w s, 221.10 ft s of 171st St, 123x135.1x54.7x13.11x51.11, vacant; adjourned to April 25.

144th St, 525 East, n s, 225 ft e of Brook Av, 25x100.2, two-story dwelling; foreclosure, to the plaintiff, Metropolitan Savings Bank, $8,600.

Spofford Av, n s, 70.1 ft w of Tiffany Av, 53.1x54.7x13.11x51.11, vacant; partition; to John Henry, $1,200.

Webster Av, 2,245, e s, 115.5 ft s of Ford, 34.6x100, four-story tenement; foreclosure, to J. M. Carey, $18,500.

By Bryan L. Kennelly.

Brooklyn Properties.

Sutter Av, 837, n s, 50 ft e of Schenck Av, 25x100; two-story dwelling; voluntary sale; bid in at $2,150.

Manhattan Av, 948, n e corner of Java St, 25x100, five-story flat with stores; voluntary sale; to Edward Cooper, $33,000.

Manhattan Av, 954, e s, 50 ft n of Java St, 25x100, four-story flat and store; voluntary sale; to George Randolph, $15,750.

Manhattan Av, 1,065, s w corner of Eagle St, 25x100, four and three-story tenements; voluntary sale; to Charles L. Gilbert, $25,000.

Oakland St, s w corner of India St, 100x75, four four-story flats, to R. W. Block, $48,250.

Manhattan Av, 602 and 604, e s, 340.10 ft n of Driggs Av, 50x100, four-story flat and vacant; to John G. Muth, $11,850.

Schnectady Av, 244, n w corner of St. John's Place, 28.1x100; to R. W. Block, $24,500.

McDonough St, 814 and 816, s s, 66.3 ft w of Broadway, 40x100, two three-story flats and stores; to William H. Schramm, $18,000.

Norman Av, 130 and 132, s s, 29.6 ft w of Oakland St, 45.6x73, two four-story flats and stores; to Edward Cooper, $17,400.

West St, 132, e s, 75 ft n of Java St, 25x100, four-story flat; to John Randolph, $13,500.

Flushing Av, 260-266, e s, 26 ft n of Ryerson Av, 81x82.6x irregular, vacant; to Louis Medlor for $12,800; lot 20x76.7, adjoining on north, to Peter N. Butt, $3,200.

Meeker Av, s s, 36.2 ft w of Morgan Av, 40x111x irregular, vacant; sold for $6,500.

Nassau Av, n s, corner of Apollo St, 25x100, sold for $1,200; two lots, 25x100, adjoining in avenue, sold for $825 each.

Nassau Av, n s, 50 ft w of Vandam St, 25x100; sold for $800.

Vandam St, w s, 100 ft n of Nassau St, 25x100, sold for $340; three lots, 25x100, 25 feet north, sold for $285 each.

Vandam St, e s, 100 ft n of Nassau Av, 100x1.700; sold for $1,375.

Apollo St, e s, 100 ft n of Nassau Av, 25x100; sold for $410.

THE BUILDING DEPARTMENT.

List of Plans Filed for New Structures in Manhattan and the Bronx.

Haven Av, n e corner of 169th St, for a six-story tenement, 73.11x99.2; Strathcona Construction Co., 4,017 Broadway, owner; Gross & Kleinberger, Bible House, architects; cost, $115,000.

Lexington Av, n w corner of 18th St, for an eight-story hospital, 60.11x78.10; Beth David Hospital Association, 1,856 Lexington Av, owner; T. W. Lamb, 501 5th Av, architect; cost, $100,000.

64th St, 328 East, for a two-story office building and stable, 25x100; Kelt Lumber Co., 312 East 64th St, owner; C. J. Perry, 3,184 Perry Av, architect; cost.....$9,000

West End Av, n e corner of 91st St, for a twelve-story apartment, 58.4x90; A. T. Townsend and G. Odell, 190 Riverside Drive, owners; Townsend, Steinle & Haskell, 1,328 Broadway, architects; cost, $280,000.

4th Av, w s, whole front between 20th and 21st Sts, for a twelve-story store and loft, 184x125x irregular x100; L. M. Klein, 149 Broadway, owner; Rouse & Goldstone, 30 West 32d St, architects; cost, $850,000.

Nelson Av, w s, 200.65 ft s of 166th St, for a two and three story brick firehouse, 25.01x77.6; City of New York, owner; Frank J. Helmle, 190 Montague St, Brooklyn, architect; cost, $30,000.

Seneca Av, s w corner of Faile St, for a three-story brick firehouse, 42.6x74.6; City of New York, owner; Frank J. Helmle, 190 Montague St, Brooklyn, architect; cost, $53,000.

194th St, s w corner of Bainbridge Av, for four five-story brick tenements, sizes irregular; John J. Tully Construction Co., 1,603 Boston Road, owner; Kreymborg Architectural Co., 1,330 Wilkins Av, architect; cost, $115,000.

Alterations.

Items under $5,000 omitted.

13th St, 317 East, to a four-story tenement; Dr. L. Harris, 60 Pitt St, owner; Gronenberg & Leuchtag, 7 West 22d St, architects; cost, $5,420.

Jackson Av, n e corner of Westchester Av, to a four-story brick store and loft, 63.11x81.2; Kellwood Realty Co., 815 Hunt's Point Av, owner; Carl J. Itzel, 1,838 Wilkins Av, architect; cost, $12,000.

Westchester Av, 705, to a two-story brick store and loft, 25x67.4; Kellwood Realty Co., 815 Hunt's Point Av, owner; Carl J. Itzel, 1,838 Wilkins Av, architect; cost, $8,000.

REAL ESTATE TRANSFERS.

WEDNESDAY, APRIL 17.

With name and address of purchaser and attorney. When attorney's name is omitted, address party of the second part.

Manhattan.

BROADWAY, 451, w s, 25x200 to e s of Mercer St, 28; Broadway, 795, w s, runs w 78.7 x n 0.7x w 18.6x n 17.10x e 90.5 to Street x s 22.1 to beginning; Duane St, s e corner of Church St, 50x116.8; 3d Av, n w corner of 23d St, 49.4x84, deed of trust; Beeckman Lorillard to Robert L. Beeckman, both of Newport, R. I.; Frederick J. Middlebrook, 2,080 Broadway, and William C. Bowers, 53 West 85th St, in trust, all title, March 25; attorneys, Bowers & S., 31 Nassau St.....$1

CANAL ST, 133 and 135, n s, 37.4x75.8; Chas. L. Fisher et al., heirs, &c., of J. C. Fisher, to Elizabeth M. Fisher, widow, 83d Bank, N. J., (mtg $25,000,) March 30; attorney, John A. Carney, 93 Nassau St.....$100

CHERRY ST, 421, s e, 25.1x92.7; Miles Bradley to Isaac Lewenthal, 116 West 84th St, (mtg $8,250,) April 16; attorney, Title Guarantee Co., 176 Broadway.....$100

CHRYSTIE ST, 87, w s, 19x100; Josephine W. White and another to Nathan Harrison Realties Co., 61 Park Row, April 15; attorney, Title Guarantee Co., 176 Broadway.....$100

CORTLANDT ST, 4 and 6, n s, 20x80.7x irregular; Augusta G. Southack to Hudson Companies, 62 Cedar St, April 12; attorney, Title Guarantee Co., 176 Broadway.....$1

DELANCEY ST, s e corner of Orchard St, 87.6x61.10; Elterman Realty Co. to Sarah Elterman, 27 West 111th St, all liens, April 17; attorneys, Cohen Brothers, 64 Wall St.$100

HUDSON ST, 529, w s, 21x78; Charles Winters to Arthur J. Haight, at Forest Hill, N. J., (mtg $9,250,) April 15; attorney, H. A. De Lexington Av, 358, w s, 19.4x25; Mary L. Flagg, individually and as executrix of Edw. O. Flagg, to H. L. Gassin, 152 Madison Av, (mtg $5,000,) April 13; attorney, Lawyers Title Insurance Co., 160 Broadway..$18,750

MADISON AV, s w corner of 30th St, 24.9x95; Sarah T. Adams to Lee Holstein, 1 West 30th St, (mtg $140,000,) April 15; attorney, Title Guarantee Co., 176 Broadway.....$100

MANHATTAN AV, s w corner of 105th St, 19.11x50; Joseph H. Traut to Nathan J. Packard, 411 West End Av, and Moses Packard, 270 Riverside Drive, (of Packard & Co.,) (mtg $13,000,) Nov. 8, 1911; attorney, S. Packard, 27 Nassau St.....$1

MONROE ST, n s, 143.6 ft e of Scammel St, 24x96; Fanny Gruen to Benjamin J. Weil, 21 East 82d St, B & S., all liens, April 16; attorneys, Weil & Mayer, 5 Beekman St.....$100

MONROE ST, 16, s s, 25x49x25x46.10; Stuyvesant Mortgage Co. to Mary E. Sandford, Belleville, N. J., April 17; attorney, Lawyers Title Insurance Co., 160 Broadway.....$1

PARK AV, 1,964, w s, 20x75; Walter A. Greene to Bronx Investing Co., 99 Nassau St, April 11.....$100

Clark, 529 Hudson St.....$1

WADSWORTH AV, n s corner of 174th St, 189.8 ft to s s of 175th St x100; Church Extension Commission of the Presbytery of New York to West Park Presbyterian Church of New York, 165 West 86th St, all liens, April 2; attorney, Title Guarantee and Trust Co., 176 Broadway.....$113,540

1ST AV, 1,944, e s, 87.6x100; Robert W. Boenig to Harlem Estate, Inc., 157 Meeker Av, Brooklyn, (mtg $31,800,) April 17; attorney, Maerkle & M., 220 Broadway.....$1

2D AV, w s, 49.11 ft s of 128th St, 25x75; Sig Levin to Minnie Rubenstein, 182 Sackman St, Brooklyn, April 1; attorney, Title Guarantee Co., 176 Broadway.....$100

8TH AV, n e corner of 20th St, 71.4x irregular; 82d St, s s, 278 ft w of Central Park West, 22x102.2; George D. Heneken to Clara L. Smith, Putnam Terrace, Greenwich, Conn., and Gertrude S. Heneken and Kate S. Unangst, 22 West 82d St, 1-6 part, all title, all liens, March 15; attorney, Charles Unangst, 165 Broadway.....$100

22D ST, 132 and 134 West, 49.7x98.9; Mayer S. Auerbach to Victoria Building and Contracting Co., 118 East 28th St, (mtg $21,000,) April 16; attorney, N. Cella, 220 Broadway.....$100

30TH ST, n e, 175 ft e of 7th Av, 50x98.9; Karnack Realty Co. to Security Mortgage Co., (mtg $91,000,) April 15; attorneys, Fletcher, McC. & B., 76 William St.....$100

48TH ST, s s, 84 ft w of 6th Av, 61x100.5; Lena Mankowski to National Association of Friars, 107 West 45th St, Oct. 16, 1911; attorney, Title Guarantee Co., 176 Broadway.....$100

49TH ST, 26 East, 20x64; James E. Tolfree to Advocate Realty Co., 80 Broadway, (mtg $45,000,) April 17; attorney, Lawyers Title Insurance and Trust Co., 160 Broadway..$100

50TH ST, n s, 175.10 ft w of 8th Av, 19.2x100.5; Mary E. Knight et al., executors, &c., of William Knight, to Elizabeth A. Yau, 342 West 49th St, April 11; attorney, Title Guarantee and Trust Co., 176 Broadway.....$18,000

66TH ST, 73 East, n w corner of Park Av, 20x80; Ella L. Rowland to William A. Boring, 143 East 44th St, (mtg $90,000,) April 15; attorney, Herbert Frazier, 2 Rector St.....$100

66TH ST, 233 West, n s, 25x100.5; Sidney Newborg, referee, to Julia W. Porges, 404 West 115th St, April 16; attorney, R. A. B. Dayton, 15 William St.....$15,900

72D ST, 246 East, n s, 16.8x102.2; Windsor Trust Co. and Max Wolff, trustee in Charles Wolff, deceased, to Petronilla Prout, 250 East 72d St, (mtg $10,000,) April 13; Rev. John T. Prout, 250 East 72d St.....$18,400

74TH ST, 409 East, n s, 28x79.6; Sophia Gruenstein to Normal Construction Co., 661 Tinton Av, (mtg $114,000,) April 10; attorney, Title Guarantee Co., 176 Broadway.....$100

82D ST, 26 East, s w corner of Madison Av, 35x102.2; 106 7th Avenue Co. to Lulu Benedict, 200 East 68th St, (mtg $145,000,) April 15; attorney, Lawyers Title Insurance and Trust Co., 160 Broadway.....$100

88TH ST, 57 West, s s, 100x100.11; Ernest F. Enrich to Sophie Knepper to Michaels Realty Co., 62 Nassau St, all liens, April 15.....$100

88TH ST, s s, 302 ft e of Columbus Av, 22x100.8; Charles St, 50, s s, 20x95, (foreclosure March 22;) Samuel Strasbourger, referee, to William A. Nash, 19 West 73d St, April 12; attorneys, Bowers & S., 31 Nassau St..$5,525

111TH ST, n s, 183.4 ft e of 2d Av, 41.8x100.11, (foreclosure April 11, 1912;) George L. Lewis, referee, to William T. Gray, Niagara-on-the-Lake, Ontario, and John M. Bowers, 45 East 65th St, as executors of Hy. W. Gray, April 16; attorneys, Bowers & Sands, 31 Nassau St.....$81,000

116TH ST, n s, 115 ft e of 3d Av, 80x100.11; Beatrice S. O'Connor to Herman J. Levy Realty and Construction Co., 2,792 3d Av, (mtg $24,000,) April 16; attorney, Title Guarantee Co., 176 Broadway.....$1

125TH ST, 29 West, n s, 20x99.11; James Dailey to Millicent S. Denton, 134 Woodland Av, Avon-by-the-Sea, N. J., all liens, March 29; attorney, John V. Judge, 55 Liberty St..$1

129TH ST, s s, 225 ft e of Riverside Drive, 138.9x35.10x irregular; Sophie Meyer to Edgewater Hotel and Cafe Co., 275 West 145th St, (mtg $37,500,) April 16; attorneys, Salter & S., 140 Nassau St.....$100

139TH ST, 118 to 122 West, s s, 78x99.11; John S. Howell to Sidney I. Moll, 151 West 118th St, (mtg $45,000,) April 10; attorney, Title Insurance Co., 135 Broadway.....$100

139TH ST, 122 West, s s, 26x99.11; Sidney I. Moll to Harriet L. Sugarman, 111 West 138th St, (mtg $20,500,) April 16; attorney, Title Insurance Co., 135 Broadway.....$100

139TH ST, 118 and 120 West, s s, 52x99.11; Sidney I. Moll to Max Lipschitz, 111 West 138th St, (mtg $41,000,) April 16; attorney, Title Insurance Co., 135 Broadway.....$1

149D ST, 467 West, n s, 18x99.11; John C. Altherr to Pine Realty Co., 176 Remsen St, Brooklyn, April 4; attorney, Lawyers Title Co., 160 Broadway.....$100

SAME PROPERTY; Pine Realty Co. to Ernst F. Eurich, at Montclair, N. J., April 15; same attorney.....$1

144TH ST, 510 West, s s, 100x99.11; International Distributors Corporation to George B. Bergkamp, 417 Clinton Av, West Hoboken, N. J., (mtg $169,000,) April 15; address, 304 Summit Av, West Hoboken.....$1

163D ST, s s, 300 ft e of Amsterdam Av, 50x112.6; Realty Co. of Fort Washington to William C. Ball, 80 Newell Av, Rutherford, N. J., (mtg $53,500,) April 12; attorney, William C. Ball, 395 Broadway.....$1

171ST ST, 504 to 508 West, s s, 131.3x95; David Kornbluth to John S. Howell, 49 West 89th St, (mtg $114,000,) April 15; attorney, Lawyers Title Co., 160 Broadway.....$100

175TH ST, old, s s, 271.6 ft e of Kingsbridge Road, 25x100; Patrick Barry to Church Extension Committee of the Presbytery of New York, 156 5th Av, all title, quitclaim, April 25, 1911; attorney, Title Guarantee and Trust Co., 176 Broadway.....$1

187TH ST, 515 and 517 West, n s, 87.6x100.9, (foreclosure, March 19;) John F. Conway, referee, to Virginia Danziger, 19 East 79th St, and Moses J. Sfendaira, 601 West 137th St, executors of Max Danziger, April 17; attorneys, Gross & S., 302 Broadway.....$102,000

Bronx.

BEDFORD PARK BOULEVARD, s s, 125 ft w of Valentine Av, 127.6x—; Augustus H. Allen to Meta C. Allen, 206 Bedford Park Boulevard, April 13; attorney, B. Talmage, 220 Broadway.....$100

BOSTON ROAD, e s, 87.7 ft n of 168th St, 80.11x—; Hudson Realty Company to Sellwell Realty Company, 115 Broadway, April 16, (mtg $56,000;) attorney, James Frout, 115 Broadway.....$100

COURTLANDT AV, 823, e s, 25x100; Roger A. Fryon, referee, to Fanny Brauer, 406 East 153d St, April 15, (mtg $10,000;) attorney, John F. Frees, 3,029 3d Av.....$13,000

DELAFIELD AV, n s, 25 ft w of Livingston St, 75x90; Philip J. McCook to Delafield Estate, corporation, May 3, 1910; attorney, R. Delafield, 27 Cedar St.....$1

FORREST AV, n w corner of 160th St, 48.8x90; William T. Keleher, referee, to Hannah Schwab, 1,815 Avenue A, April 16; attorney, Kurzman & F., 25 Broad St.....$8,000

HOME ST, 970, s s, 31.2x82; George Wagner to William Sinnott Company, 1,153 East 163d St, April 1, (mtg $14,000;) attorney, Title Guarantee and Trust Company, 176 Broadway.....$100

SAME PROPERTY; William Sinnott Co. to Adolph Reinach, 974 Home St, April 16, (mtg $14,000;) attorney same.....$100

HOME ST, s e corner Hoe Av, 23.3x82; William Sinnott Co. to George Wagner, 970 Home St, April 1, (mtg $22,000;) attorney, Title Guarantee and Trust Company, 176 Broadway.....$100

LIVINGSTON ST, w s, 25 ft from lands of Joseph Delafield, runs n 25x w 140x s 25x e 140; Philip J. McCook to Delafield Estate, corporation, May 3, 1910; attorney, John R. Delafield, 27 Cedar St.....$100

LONGFELLOW AV, w s, 307.3 ft n of 167th St, 25x100; Catherine A. Lavelle to Frank Fischer, 370 East 146th St, April 16, (mtg $8,000;) attorney, Title Guarantee and Trust Company, 176 Broadway.....$1

LOTS 171 and 178, Map 369 lots, Hunt's Point Realty Co.; Henry Gundlach to Ferdinand Gundlach, 463 East 183d St, April 16, (mtg $4,000;) address 2,689 Heath Av.....$100

SAME PROPERTY; Ferdinand Gundlach to Boscotel Building Co., 45 Broadway, April 16, (mtg $4,000;) address 2,689 Heath Av.....$100

MAGENTA ST, n s, Lots 194 and 195, map of lots near Williamsbridge station, 50x100; Bartlomeo Giordano to Antonino Ylardi, 66 1st St, March 7; attorney, L. S. Lambert, 132 Nassau St.....$100

OLINVILLE AV, 3,867, 50x100; Henry J. Goldsmith, referee, to Laura Sattler, Philadelphia, Penn., April 12, (mtg $4,500;) attorney, Frederick L. Drescher, 258 Broadway.....$500

OVERING ST, w s, 448.4 ft n of 2d St, 50x100.5; Lambert G. Mapes to Mary A. Howell, 1,535 Hone Av, ½ part, (mtg $1,250,) March 18; attorney, L. G. Mapes, 1,469 Williamsbridge Road.....$1

OVERING ST, w s, 498.4 ft n of 2d St, 50x100.7; Mary A. Howell to Lambert G. Mapes, 1,550 East Chester Road, ½ part, (mtg $1,250,) March 18, same attorney.....$1

SOUTHERN BOULEVARD, e s, at w s of West Farms Road, 188.7x—; Samson Lachman and another to Utility Realty Company, 165 Broadway, April 16; attorney, Title Guarantee and Trust Company, 176 Broadway.$100

WASHINGTON AV, 1,281, w s, 35x150; Sarah Cohen to Bronx Investing Co., 99 Nassau St, Feb. 29; address 99 Nassau St.....$100

WASHINGTON AV, w s, 177.2 ft s of 182d St, 50x143; Norman Const. Co. to Sophia Gruenstein, 60 West 85th St, April 16, (mtg $8,000;) attorney, Title Guarantee & Trust Company, 176 Broadway.....$100

WEBSTER AV, s e s, 275 ft n e of Woodlawn Road, 50x163.9; Pauline T. Baumann to Elise Risch, 808 89th St, Brooklyn, March 29; address 808 89th St, Brooklyn.....$1

WEBSTER AV, w s, 175 ft s of Woodlawn Road, 50x120; Amalia Pirk to Frank J. Bleak, 357 East 72d St, (mtg $5,700,) May 3, 1911; attorney, E. Hermanni, 391 East 149th St.$500

WEBSTER AV, n w corner of 197th St, 98.2x126.9; Isaac Blum to Evelyn H. White, 1,197 Boston Road, (mtg $15,542,) April 13; attorney, Title Guarantee Co., 176 Broadway..$100

144TH ST, n s, 225 ft e of Brook Av, 25x100; Walter L. McCorkle, referee, to Metropolitan Savings Bank, 59 Cooper Square East, April 17; attorneys, A. S. & W. Hutchins, 84 William St.....$3,600

158TH ST, 616 East, 54x113; Benj. J. Weil to Fanny Gruen, 401 East 52d St, April 17; attorney, Title Guarantee & Trust Company, 176 Broadway.....$100

206TH ST, s s, 50 ft w of Grenada Place, 50x86.4; Oscar A. Nordstrom and others to Margaret Wall, 1,898 204th St, April 16, (mtg $4,500;) attorney, Title Guarantee and Trust Company, 176 Broadway.....$100

222D ST, w s, one-half lot of 1,089, Wakefield; George E. Weller, referee, to John M. Haffen and another, 947 Sherman Av, April 12; attorney, John P. Frees, 3,029 3d Av.....$4,000

RECORDED MORTGAGES.

With name and address of lender and lender's attorney. Interest is at 5 per cent. unless otherwise specified.

Manhattan.

CHRYSTIE ST, 87, w s, 19x100; Nathan Harrison Realties to Josephine W. White and another, Bridgeport, Conn., April 15, due as per bond; attorney, Title Guarantee and Trust Co., 176 Broadway.....$10,000

SAME PROPERTY; same to Isaac Marks, 1,342 51st St, Brooklyn, April 15, prior mtg $10,000, 2 yrs, 6 p. c.; attorney, same.....$1,000

COENTIES SLIP, n s, 87.8 w of Front St, 20.4x51; Front St, s e

MANHATTAN—FOR SALE. West Side.

MANHATTAN—FOR SALE. East Side.

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Washington St., near Gansevoort Market, containing 11,000 square feet, special low price and terms to suit; pays 15 per cent. at present.

DUROSS CO., 156 Broadway

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4 Story American Basement Dwelling

on north side of
141st St., bet. Amsterdam & Convent Avs.

Five bedrooms, two bathrooms, two butler's pantries, billiard room, &c.; open fireplace with gas logs in every room; parquet floors throughout; electric light, heat, and most modern plumbing; house in absolutely perfect condition; cost over $30,000. Mortgage $15,000 at 5 per cent.; owner, removed from city, will sell at any reasonable offer. Address OWNER, 156 Park Av., Yonkers, N. Y.

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BUILDING LOT ON THE SOUND
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HALF ACRE; $8,000. E 120 TIMES.

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Pelham Heights, on plot 175x135. Elegantly appointed; 3 baths; large sun parlor with view for miles; wide porch. Cement construction; Garage for two cars. Railroad station 5 minutes' walk. Cost over $50,000. Will sell on account of illness in family for $45,000. COOLEY REALTY COMPANY, Mt. Vernon, N. Y.; 527 Fifth Avenue. 7028 Bryant.

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for
MOUNT VERNON REALTY.

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A GENTLEMAN'S RESIDENCE

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$3,000 buys plot 10 lots, (25x100;) $2,000 cash; Woodlawn Av. Owner 380 B'way, Manhattan.

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ROOM 202, 347 5TH AVE., N. Y.

FOR FULL PARTICULARS OF

the lands called Shoreham, the most picturesque spot within 500 miles of New York City in any direction for your country house with the FINEST SEA BATHING BEACH IN THE WORLD, call upon or address me for photographic views of the lands, floor plans and photographs of houses upon "Estates" that I have for sale at Shoreham and elsewhere.

FITCH H. MEDBURY, 11 Wall St.
'Phone 4135 Rector.

COUNTRY ESTATE

of 5 acres, with large Colonial house, North Shore of Long Island. Actual water front. Convenient to New York City. 18 rooms, 3 baths, beautifully finished; could be had at a great bargain.

CURTIS SMITH,
Suite 1003, 170 Broadway.
Tel. 1521 Cort.

NORTH SHORE
COUNTRY HOUSES

BARGAIN—House at Great Neck, of Old English design, on quarter-acre plot, $7,900.

SHIELDS COMPANY
ONE WALL ST., TEL. RECTOR 2775.

For Rent.—Beautiful concrete house at Bay Shore; 8 rooms, all newly furnished; in exclusive neighborhood; near to water; plenty of shade; convenient to village and depot; a real gem of a place; $800 for the season; if you desire to purchase at close of season $800 will be applied toward payment; see this property at once.

William H. Moffitt Realty Company, 34th St. & Madison Av., N. Y. City.

A level tract on the north side of Long Island of 98 acres; about 50 miles from New York City; nearly all cleared; over 5,500 feet highway frontage; only 2,000 feet from railroad station; farm house and barn; good location; just right for subdivision; all surveyed and laid out; street staked and plowed; price, $350 per acre; full particulars with map on request; brokers protected. Edwin N. Rowley, Northport, L. I.

LONG ISLAND—WOODMERE.

For rent, Summer season or year, 31 minutes from Pennsylvania Station, concrete house; lot 80x190; 12 rooms, 3 baths, exquisitely furnished, piano, Victrola; every modern convenience; house 1,000 feet clear of any other house on all sides; 7 minutes' walk from station. L 50 Times.

WATER FRONT

House, new, 10 rooms, 2 baths, open fireplaces, located in the hills of the North Shore, L. I., 20 minutes out, near station. Terms. I. A. Burnum, 148 W. 13th St., N. Y. City.

WESTBURY, L. I.

Newcastle Section, 74 lots, 25x100, finely located. Most of them on trolley road avenue. At $250 each, which is bargain price. Might exchange. FRASURE, 67 West 134th St.

SPRINGFIELD GARDENS

Will sell high-class building lots in Queens Boro, 24 minutes from Herald Square, for $270. Address Executor, Room 606-B, 33 West 34th St., City.

BROADWAY—FLUSHING.

New, attractive stucco cottage for sale; six rooms and bath; all improvements; $6,000; easy terms; best bargain on Long Island. Inquire M. Samter, Room 6,050, 1 Madison Av., N. Y. C.

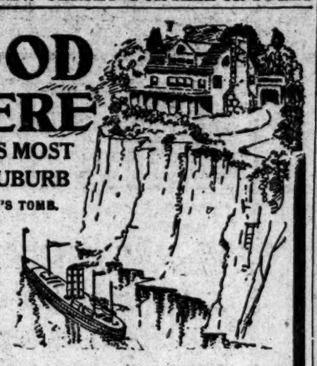
A.—A.—If you are interested in a home or land on Long Island, send at once for my Long Island magazine, giving reliable information; it is free. President, Room 202, 347 5th Av.

First-class, nine rooms, two baths; centre of Flushing; price $11,000; rent $85. For particulars address Wallace-Appleton Company, Waldheim, Flushing.

ROSLYN ESTATES, L. I.—Finely located building plot for sale; cheap to close estate. K. E. Bunnell, 154 Nassau St., New York.

NEW JERSEY—FOR SALE OR TO LET | NEW JERSEY—FOR SALE OR TO LET

GRANTWOOD and MORSEMERE



GRANTWOOD IS NEW YORK'S MOST ATTRACTIVE & HEALTHFUL SUBURB

HIGH ABOVE THE HUDSON. OPPOSITE GRANT'S TOMB.

Mountain air. City conveniences. Easy of access. Appeals to particular people.

MORSEMERE THE BEAUTIFUL
Artistic Bungalows for year around occupancy. Prices moderate. Terms to suit.

COME OUT TO-DAY.

Morsemere is reached in 20 to 30 minutes: Uptown—Via 130th St. Ferry then Paterson car. Downtown—Via N.R.R. of N.J. connecting at Jersey City with the Hudson Tubes or Chambers St. Ferry.

Grantwood is reached in 10 to 20 minutes: Uptown—Via 130th St. Ferry, take any car. Downtown—Via Desbrosses or 42d St. Ferries, take Palisade car.

SEND FOR FREE PHOTO BOOKLET

COLUMBIA REAL ESTATE COMPANY
Tel. 507 Bryant DEPT. A, TIMES BUILDING

THE LAST WORD

in modern construction; hot water heat, elec. light, complete vacuum cleaning system, parquet floors, finest plumbing and fixtures, &c. This hollow tile dwelling at

WESTFIELD—PLOT 180x150 FT.—10 rooms, 2 baths (including billiard room), is located in best residential section; convenient to station. Owner will decorate to suit, as house is JUST COMPLETED—A BARGAIN. Terms, photos and particulars apply

SLAWSON & HOBBS
COUNTRY DEPARTMENT,
162 West 72d St., N. Y. C. Tel. 7240—Columbus

Bargain Price $5,000

Artistic 7-room house, all city conveniences. In the mountains of New Jersey. Less than one hour from Broadway, in the healthiest section near New York City. Satisfactory terms to quick buyer. House can be seen by appointment. Address

OPPORTUNITY,
P. O. Box 1,481, N. Y. City.

YEAR-AROUND HOMES.

Before buying send for free beautiful photographic booklet, entitled "Homes on the Palisades, Grantwood and Morsemere, N. J." Columbia Real Estate Co., Room 1207 Times Building.

BUNGALOWS

Distinctly high-class, at beautiful
MURRAY HILL PARK

adjoining Summit, N. J.; artistic bungalows; modern conveniences; 37 minutes' ride on Lackawanna; 550 feet elevation. Club features, tennis courts, automobiles. $3,000 up, easy terms; ready June 1st.

W. HOWARD MEARS, Pres.,
110 West 34th St., N. Y. City.

Great Sacrifice Bargain

Must sell immediately; splendid bungalow plot at Hasbrouck Heights, overlooking Manhattan; all improvements; at station and trolley, near New York; for $125. Your own terms. Hurry, Box 227 Times Downtown.

AMONG THE HILLS

AT BALDWIN PARK,
South Orange, N. J.
40 Minutes from Broadway, N. Y.
Bungalows and artistic homes.
Little cash required. Write or 'phone.
C. A. BALDWIN, 156 BROADWAY.

COLONIAL RESIDENCE

ASBURY PARK, N. J., No. 222 Fifth Av., cor. Bergh St., facing Sunset Lake, ½ block from ocean; in A1 condition; fully furnished. For sale. Bargain. Might exchange for Manhattan. Equity of $16,000. FRASURE, 67 West 134th St.

HILLTOP BUNGALOW, $175.

Among the pines and cedars, magnificent views, only 32 minutes Lackawanna; 22 trains on Erie; near station; commutation 13c.; near river, boating, bathing, and fishing; large plot, $150, $10 down, $5 monthly. 'Phone 4309 Beekman.

W. M. LANE, Room 324 C, World Building.

595 Apple, Peach Trees.

Over 6 acres fine fruit land, $600 an acre; bare land opposite already held at $1,000 an acre; one-third mile station hour out; profitable investment for a commuter.

E. E. SLOCUM, 141 Broadway.

SOUTH ORANGE, N. J.

Eight-room house, all improvements; large living room, open fireplace, 2 baths, steam heat; very cozy and attractive; owner must sell; will take small cash payment. Owner, 156 Broadway, Room 55.

For sale, Llewellyn Park, West Orange, N. J.; fine country residence in select community; 12 miles from New York; 3¼ acres; stable-garage; kitchen garden; tennis court; house of brick and stucco; 20 rooms, three bathrooms; city water and sewer. Apply to George Richards, 141 Broadway, or above address.

FARMER'S FARM.

100 acres, deep, rich soil, good brook, pasture, fine crops, attractive 10-room house; 34 miles out; bargain, easy terms; photos. Elston M. French, 141 Broadway, New York.

Big Bargain.—At "high and healthful" Madison, N. J.; attractive new 8-room house; all improvements; large lot; near station; only $4,900; good terms; Lackawanna Road; hour out; worth $5,500. William B. Brokaw, 100 Broadway, New York.

8 NEW SINGLE HOUSES, 7 rooms, tiled bath, sewers, steam heat, electric light and gas, parquet floors, hardwood trim; price $6,000; attractive terms. 42d Street ferry to Weehawken; Palisade trolley to 32d Street, walk west. Inquire 228. City 'phone, 526 Plaza.

PLAINFIELD, N. J., near the Watchung Mountains, beautiful home, about half acre, plenty of fruit and shade. House has 11 rooms, steam heat; worth $14,000; owner will sell for $12,000.

COOLEY REALTY COMPANY,
Mount Vernon, N. Y. 527 Fifth Ave. 7028 Bryant.

Bungalows on monthly payments at Fanwood, N. J.; well built, year round homes on large shaded plots; near railroad station; $4,200 to $7,500; handsome designs; plans and full particulars sent you free. H. C. Lockwood Co., 141 Broadway.

Put Hillsdale on your list. Visit at our expense. New houses ready for occupancy in most attractive town near New York. Easy commuting distance. All improvements. Near station and school. Johnson, 803 Singer Building.

SUBURBAN FARMHOUSE, eight rooms; nearly two acres; lawn, garden, fruit, barn, poultry house, shade, high elevation; fine views; near station; one hour out Lackawanna; $500 cash; $50 monthly. E. E. Slocum, 141 Broadway.

Unprecedented Bargains.—New 7-room dwellings; all improvements; plot, 50x100; 2 blocks to station; 25 minutes from Broadway; Lackawanna R. R.; $1,600 up; easy terms; write particulars. Owner, 99 Times Downtown.

For sale or will rent for Summer, furnished 20-room house; 2 baths; every convenience; over an acre lot, with old shrubbery; at Plainfield, N. J. Inquire D. L. Moore, 77 Worth St., New York City.

$10 cash, balance monthly, buys a large building plot at Fanwood, N. J.; fine views and beautiful shade; near railroad station; free tickets to visit property. H. C. Lockwood Co., 141 Broadway, N. Y.

LOTS, 50x150 AND LARGER; HOME Building or profitable investment; high and healthful; all facilities; Chatham, N. J., Lackawanna Road; hour out. William B. Brokaw, 100 Broadway, N. Y.

SUMMER COTTAGE.

Schooley's Mountain, N. J., completely furnished; all improvements; $1,500 cash, balance mortgage. Address Owner, P. O. Box 1,481, New York City.

NEW YORK STATE—SALE OR LET.

For Rent for Three Years

Gentleman's Country Seat and Farm of 96 acres, 32 miles out, ½ mile station; comfortable home, 10 rooms and bath; barn, poultry house, &c. Rent, $1,000 a year, can be made from the place. E. E. Slocum, 141 B'way.

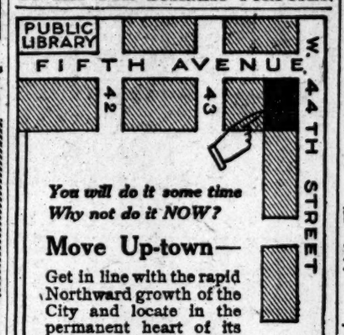
Real truth about Catskill Mountains by a man who bought a 20-acre farm there; postpaid, 10 cents. Max Poellath, Saugerties, N. Y.

COUNTRY—FOR SALE OR TO LET.

The TOWN & COUNTRY HOMELAND BUREAU is rendering country home seekers A Kind of Assistance Never Before Offered. This BUREAU does not sell nor show properties. Its services are at your disposal on the purchase of a copy of TOWN & COUNTRY. The service is fully described in a special number which will be sent on receipt of 25c. in stamps. John H. Livingston, Jr.
TOWN & COUNTRY HOMELAND BUREAU,
TOWN & COUNTRY, 389 Fifth Av., N. Y. City.

SEND TO COUNTRY DEPT. FOR BOOKLET LOUIS SCHLESINGER, INC., NEWARK, N. J. FARMS COUNTRY HOMES ANY WHERE ANY PRICE

TO LET FOR BUSINESS PURPOSES.



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Why not do it NOW?

Move Up-town—

Get in line with the rapid Northward growth of the City and locate in the permanent heart of its business district—the Great Transit Zone.

Available office space in the fine

Harriman National Bank Building
527 Fifth Avenue at 44th Street

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OWNERS

MARK RAFALSKY & CO., AGENTS
WITH OFFICE IN THE BUILDING
'Phone 6990 Bryant

STOCK QUOTATION TELEGRAPH BUILDING
26-28 Beaver Street

Bet. Broadway & Broad St., 18 stories.
Every modern improvement.

CHOICE FLOORS TO LET

Light on four sides.
Absolutely fireproof.

WARREN & SKILLIN, Agents
174 Fulton St. or on premises

41 Park Row & 147 Nassau St.

Junction Park Row, Spruce & Nassau Sts., Opposite City Hall Park.

OFFICES TO LET, Bldg. 16 stories high. 3 sides open on 3 streets.

Modern Building. Continuous Service
Apply E. A. TREDWELL, on premises.

BUILDINGS, STORES, LOFTS
AND OFFICES TO LET
ANYWHERE DOWNTOWN AND ON ALL THOROUGHFARES
WM. H. WHITING & CO.
41 PARK ROW TEL 5900 CORT.

UNION TRUST CO. BUILDING, 80 Broadway.

A few small offices and suites.
RENTS $250 TO $700.
New St. entrance, opposite Stock Exchange.
CRUIKSHANK COMPANY, 141 Broadway.

CHEAP, DESIRABLE OFFICES TO LET,
22 Whitehall Street, cor. Bridge
Directly opposite Custom House.
Rents $240 Up.
CRUIKSHANK COMPANY, 141 Broadway.

LOW RENT.
TWO LOFTS, 50x100,
in piano and white goods factory section;
LIGHT ON FOUR SIDES;
power, live steam, fine shipping facilities;
PLENTIFUL LABOR SUPPLY.
749-751 East 137th, near Southern Boulevard.

180 SOUTH ST.

Small store to let; size 25x50, suitable for almost any business; rent only $50 per month; possession now.
CRUIKSHANK COMPANY, 141 Broadway.

PLEASANT OFFICES—LOW RENT.
Various-sized suites, single offices, $12 upward; also desk room; beautiful view river; convenient Subway and all elevated lines; modern 18-story. Importers and Traders' Building, 24-26 Stone; 59-61 Pearl, next Broad St.

Broadway & 39th St. Bldg.
SMALL AND LARGE
LIGHT OFFICES, $20 to $50.
HARRIS & VAUGHAN, Agts., 1,416 Broadway.

103 FRANKLIN ST.

Upper part of 25-ft. building, consisting of three desirable lofts; excellent business location.

Innes & Center, 30-32 E. 20th St.

14th St., 138-146 West—3 Lofts
125x100; steam power; large electric elevator.
DUROSS CO., 155 West 14th St.

DESK ROOM—BROADWAY

Overlooking City Hall Park. With or without desk. Pleasant Office. Telephone. Reasonable. Apply immediately. Room 802, 261 Broadway.

Manufacturing & Mercantile. Lofts—Stores—Buildings

INNES & CENTER, 30-32 East 20th St.

Store, 26x90x12.1; high basement, same dimensions; fine light, steam heat; suitable any manufacturing or business purpose; low rent. Apply on premises, 1,318 Van Alst Av., Astoria, L. I.

LOFTS, skylight, 50x110, new bldg. 17th St., 7th Av.; $2,000.
DUROSS CO., 155 W. 14th.

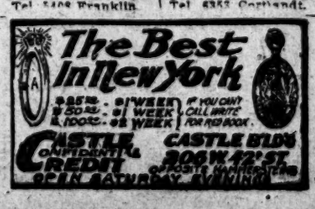
$15 Up Month. Exceptionally light and cheerful OFFICES in Modern Fireproof Bldg. 109 Broad St

Attractive private office, modern downtown building; attendants to receive callers; $40. C 238 Times.

FOR SALE.

TYPEWRITERS RENTED
3 MONTHS FOR $5.00

and upwards. We also have them to sell. All makes. All prices. Latest models. Fully guaranteed. Liberal allowance for machines taken in exchange. Send for catalogue.
AMERICAN WRITING MACHINE CO.,
345 Broadway, Cor. of Leonard St. Tel. 4262 Franklin | 20 Barclay St., 2 Doors from B'way. Tel. 4355 Cortlandt.



APARTMENTS TO LET—Unfurnished. MANHATTAN. West Side.

APARTMENTS TO LET—Unfurnished. MANHATTAN. West Side.

The **WYOMING** 55th Street and 7th Avenue **IDAHO** New

ABSOLUTELY FIREPROOF
HOUSEKEEPING APARTMENTS.

9 to 14 rooms and 3 baths, $2,400 to $5,000
Doctors' Apartments, $2,400 to $3,000
SERVICE UNEXCELLED.

Big Concessions.
94TH ST.
NEAR RIVERSIDE DRIVE

High Class Elevator Apartments with All Improvements.

315 FRONT APT., 6 ROOMS & BATH, $46-$52.50. REAR APT., 5 ROOMS & BATH, $42.50.
321 4 ROOMS AND BATH AND EXTRA LARGE FOYER, $45 TO $50.

IVY COURTS

220 West 107th St., off Broadway.
To sublet to October 1st, 1912,
One six-room apartment.
One seven-room apartment.
Southern exposure; large, bright rooms; unusual closets; first-class elevator apartment house; modern improvements. Will rent at a sacrifice.

Washington and Jefferson,

318-328 WEST 51ST STREET.
Attractive apartments, six and eight large, light rooms; bath, elevator, and all modern improvements. Premises of Alexander Wilson, 489 5th Av.

308 WEST 15TH ST.

ATTRACTIVE BACHELOR APARTMENTS. 2 rooms and bath, $32
ASHFORTH & CO., 11 East 42d St.

UNADILLA High-class elevator apts., 126-128 W. 11th, near 6 Av. Six-seven rooms. Hall service, &c. Reasonable.
Duross Co., 155 West 14th St.

301 WEST 46TH ST, 7 rooms and bath; moderate rent.
ASHFORTH & CO., 11 East 42d St.

West Side.
Above 110th Street and Washington Heights.

THE MIDLOTHIAN
353 West 117th St.
5 and 6 Rooms, $35.00 to $45.00.

Elevator, telephone, steam heat, hot water, tiled bath, uniform service, electric light; all rooms outside light and air. See janitor.

SEMIRAMIS 137 W. 110th St. ZENOBIA 217 W. 110th St.
High-class elevator apartments, facing Central Park; 5, 7, and 8 rooms; every convenience. Rents $780-$1,100. Concessions. Apply Superintendents on premises, or Louis Schlechter, 217 West 110th.

East Side.

NEARING COMPLETION
960 PARK AVE.
N. W. cor. 82nd St.
12 Rooms—3—4 Baths
$4,000—$6,000
Manager on premises.
Douglas L. Elliman & Co.,
421 MADISON AV.
At 48th St. Tel. 850—Murray Hill.

Manhanset
61-65 East 59th St.,
NEAR MADISON AVE.
The Most Accessible Location in New York City.

High Class Modern Apartments, 8 Rooms and Bath, Furnished or Unfurnished. Hotel Service. FOR RENTS, ETC., See Superintendent on Premises.

ELEVATOR APTS. $35.

Four beautiful, light, cheerful rooms, baths; telephones; all improvements; Tuxedo Court, southwest corner Madison Av., 128th St.

120 EAST 31ST ST.

High-class, eight-room, fireproof, elevator apartment; all light rooms; rent $1,500.
Hibson Co., Lexington Av., cor. 34th St.

THE CLEVELAND

126-130 East 24th St.
Apartments of 9 rooms, ample closets, etc.

Kingston—129 East 76th St.

Handsome apartment, 7 large, light rooms, $55.

BROOKLYN.

$35—Just One Left—$35

Lower floor in a new 2-family house. Parquet floors throughout; electric lights, showers, etc. 202 Sterling St., near Rogers Av.

DUPLEX CORNER APARTMENT

Brooklyn's finest thoroughfare; Brooklyn Av., corner St. John's Place; seven rooms and bath; all light; rent $70. Janitor or 'phone Crosoup, 5760 Prospect.

Other "Furnished" and "Unfurnished" Apartments advertised on next to last page.

PIANOS AND ORGANS.

PLAYER PIANOS $275

88 Note—Best in the World. Lang System.
241 W. 42d St.

WINTERROTH PIANOS,
105 East 14th St. and 14 West 125th St.
Bargains, upright pianos, $75 up; $5 months. Chickering Grand, $100; player-pianos, $350 up.

SCHOOLS.
NEW YORK—Manhattan.

HOGE
Tutoring School

"The School of the Highest Endorsement."

Boys thoroughly tutored in all branches preparatory to colleges or technical schools. Fully equipped chemical and physical laboratories. Individual tutoring, or instruction in small classes of two to four students.

ALBERT A. HOGE, Principal, 240 W. 78th St., N. Y.

The Brown School of Tutoring

241 West 75th St. Sixth Year. 'Phone Col. 8894

Bright pupils not retarded and backward pupils not embarrassed or discouraged by classes. Pupils cover thoroughly 2 and 3 years' work in one. Lessons at home or school. Finely equipped laboratories.

Tutoring for Regents and colleges; backward high school students rapidly advanced. Mathematics, languages, sciences, laboratories. Heidemann's Private School, 616 West 138th.

LOOKING FOR A SCHOOL OR CAMP? YOU CAN FIND THE SCHOOL WANTED by writing School Agency, M 41 Park Row, N.Y.

AUCTION SALES.

Silk Mill at Auction

Clifton Silk Mill, Town of Union, N. J.

fully equipped, ready for operation, will be sold at foreclosure at

New County Court House
JERSEY CITY,

Thursday, April 18, at 2 P. M.

Terms: 10% cash, balance 30 days.

Rare Chance for a Bargain

SUMMONSES.

SUPREME COURT, NEW YORK COUNTY.—JULIA SLOAN, Plaintiff, against JAMES F. SLOAN, Defendant.—Summons.—Action for an absolute divorce.

To the above-named Defendant:

You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorneys, within twenty days after the service of this summons, exclusive of the day of service; and in case of your failure to appear or answer judgment will be taken against you by default for the relief demanded in the complaint.

Dated New York, April 6th, 1912.

HAYS, HERSHFIELD & WOLF, Plaintiff's Attorneys, Office and Post Office Address No. 115 Broadway, Borough of Manhattan, New York City.

To JAMES F. SLOAN, the above-named Defendant:

The foregoing summons is served upon you by publication, pursuant to an order of Honorable M. Warley Platzek, a Justice of the Supreme Court of the State of New York, dated the 10th day of April, 1912, and on that day filed with the complaint, in the office of the Clerk of the County of New York, at the County Court House, in the Borough of Manhattan, in the City and County of New York, in said State.

Dated New York City, April 10th, 1912.

HAYS, HERSHFIELD & WOLF, Plaintiff's Attorneys, Office and Post Office Address No. 115 Broadway, Borough of Manhattan, New York City.

BANKRUPTCY SALES.

DISTRICT COURT OF THE UNITED STATES for the Southern District of New York.—In the matter of SAMUEL W. ARONSON and MORRIS ARONSON, individually and as members of the firm of ARONSON BROTHERS, Bankrupts.

Notice is hereby given that personal property belonging to the bankrupts, consisting of clothing, will be sold under direction of Charles L. Greenhall, Trustee, through Charles Shongood, United States Auctioneer, at his place of business, 113 Leonard Street, in the Borough of Manhattan, City of New York, on the 18th day of April, 1912, at 10:30 A. M.

Dated New York, March 29th, 1912.

PETER B. OLNEY,
Referee in Bankruptcy.

MARCUS HELFAND, Attorney for Trustee, 320 Broadway, New York City.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New York.—In Bankruptcy.—In the matter of JACOB ARKIN and ALTER M. BRODY, individually and as copartners doing business under the name and style of the ARKIN PAPER BOX CO., Alleged Bankrupts.—Chas. Shongood, U. S. Auctioneer for the Southern District of New York in bankruptcy, sells Wednesday, April 24th, 1912, by order of the court, at 2 P. M., at 58 Mangin St., Borough of Manhattan, assets of the above bankrupts, consisting of paper boxes, cardboards, safe, machinery, furniture, fixtures, &c.; also two wagons.

FREDERICK J. STIMSON, Receiver.
MOSS, PRINCE & NATHAN, Attorneys for Receiver, 19 Cedar St., New York.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New York.—In Bankruptcy.—In the matter of GARFIELD EMBROIDERY WORKS, Bankrupt.—Chas. Shongood, U. S. Auctioneer for the Southern District of New York in bankruptcy, sells Tuesday, April 23, 1912, by order of the court, at 2 P. M., at 134 West 29th St., Borough of Manhattan, assets of the above bankrupt, consisting of embroidery machines, tables, safe, fixtures, &c.

By virtue of order made by Hon. Julius M. Mayer, District Judge, signed April 17th, 1912.

WALTER B. WALKER, Receiver.
ARCHIBALD PALMER, Attorney for Receiver, 320 Broadway, New York.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New York.—In Bankruptcy.—In the matter of FRENCH GARTER CO., Bankrupt.—Chas. Shongood, U. S. Auctioneer for the Southern District of New York in bankruptcy, sells Tuesday, April 23d, 1912, by order of the court, at 10:30 A. M., at 113 Leonard St., Borough of Manhattan, assets of the above bankrupt, consisting of garters, sale of copyrights, and name of the corporation and the use of the name of the French Garter.

LAWRENCE B. WOLF, Receiver.
JULIUS H. REITER, Attorney for Receiver, 320 Broadway, New York.

New Homes, Offices and Lofts
The New York Times
Annual Real Estate Review
Sunday, April 28.

Interesting and informative articles on recent activities in and around Greater New York; Increased values of real estate securities; Interviews with leading real estate men on questions of the moment; New ideas on construction; Latest introduction in building materials.

Horace Anderson on Signing Contracts for Real Estate.
Mrs. B. Lyman on Dwellings for New York's Suburbs.
Joseph P. Day on Realty Values in New York City.
Prof. C. P. Warren on New York City's Architecture.
Douglas Elliman on Business Development of Upper Madison Avenue.
President Miller of the New York, Westchester & Boston Railway on New Territory Opened by Railroad Lines.
E. H. Putnam on Increasing Use of Artistic Terra Cotta.
Tenement House Commissioner Murphy on Definition of a Tenement.
Charles F. Noyes on New Fire Insurance Centres.
George P. Mortimer on Renting Conditions on Lower Broadway.
John L. Parrish on Change in Business Centres.
W. J. Baldwin on Heating and Ventilating Big Structures.
President Miller of the Borough of the Bronx on How the Borough of the Bronx Has Grown.
J. W. Moore, Superintendent of Buildings, on Building in the Borough of Queens.
Bryan Kennelly on Auction Market's Outlook for 1912.
Superintendent of Buildings J. A. Henderson on Three Months' Building Record in the Bronx.
Robert E. Simon on the Industrial Possibilities of the Bronx.

SUNDAY, APRIL 28.

BANKRUPTCY SALES.

UNITED STATES DISTRICT COURT, SOUTHERN District of New York.—In the matter of BLOCH BROTHERS, Bankrupts.—No. 15,704. Notice of sale at auction.

To the creditors of the above-named bankrupts:

Notice is hereby given that personal property belonging to the estate of the above-named bankrupts will be sold under the direction of Max Lessler, the trustee herein, at public auction under the rules and practice of this court, by Charles Shongood, U. S. Auctioneer, at the Knickerbocker Storage Warehouse, 6 First Street, New York City, on April 18, 1912, at 10:30 o'clock in the forenoon.

The property to be sold consists of ladies' suits, skirts, jackets, pony skin coats, woolens, safe, desk, sewing machine, wax figures, &c.

Also, immediately after the termination of the above sale, the said auctioneer will sell the shelving, window mirrors, and electric

AUCTION SALES. | AUCTION SALES.

SALE TO-DAY AT 2 O'CLOCK P. M.
ALSO FRIDAY AND SATURDAY AT SAME HOUR

Clarke's Art Rooms

5 WEST 44TH ST. (Adjoining 5th Ave. Bank.)
"A dispersal of unusual interest."

The Entire Cella Stock

(Retiring from Business) of

Antiques and Reproductions

From 676 Madison Ave., N. Y. City. With additions from a large importer,
WILL BE SOLD AT UNRESTRICTED PUBLIC AUCTION
A Collection of Beautiful Examples
Of English, French and Italian Renaissance Furniture
A SUPERBLY CARVED
ITALIAN RENAISSANCE TABLE
(Size 12 feet in length x 5 feet wide.)
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PUBLIC NOTICES.

CITY OF NEW YORK.
Board of Estimate and Apportionment.

Public notice is hereby given that at a meeting of the Board of Estimate and Apportionment, held March 28, 1912, the following petition was received:
TO THE HONORABLE THE BOARD OF Estimate and Apportionment of the City of New York:
Gentlemen:
THE CONEY ISLAND AND BROOKLYN RAILROAD COMPANY, a street surface railroad corporation, duly incorporated and doing business under and by virtue of the laws of the State of New York, hereby makes application for a franchise to construct, operate, and maintain a street surface railroad for the transportation of persons and property, together with the necessary connections, switches and turnouts, appurtenances and appliances, to be operated by electricity conducted and supplied through the overhead single trolley system, along the routes in the Borough of Brooklyn, City of New York, described as follows:
Commencing at a point at or near the intersection of Ninth Street and Fourth Avenue, and running thence in a northeasterly direction along Fourth Avenue to Flatbush Avenue and continuing across Flatbush Avenue into and along Ashland Place to Fulton Street with double tracks, and continuing from thence with a single track northerly along Ashland Place to De Kalb Avenue, and also with a single track from a point at or near the intersection of Ashland Place and Fulton Street; running in a westerly direction along Fulton Street to a point at or near the intersection of Fulton Street and Rockwell Place, and from thence northerly into and along Rockwell Place to De Kalb Avenue.
Dated March 11th, 1912.
THE CONEY ISLAND AND BROOKLYN RAILROAD COMPANY,
By S. W. HUFF, President.
[Seal]
Attest: JOHN A. THAKE, Asst. Sec'y.
State of New York, City of New York, County of Kings, ss.:
On the 11th day of March, 1912, before me personally came S. W. Huff, to me known, who, being by me duly sworn, did depose and say: That he resides in the Borough of Brooklyn, City of New York; that he is the President of the Coney Island and Brooklyn Railroad Company, the corporation described in and which executed the foregoing instrument; that he knew the seal of said corporation; that the seal affixed to said instrument was such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.
GEORGE P. FORT,
Notary Public, Kings County.
and the following resolutions were thereupon adopted:
Whereas, the foregoing petition from the Coney Island and Brooklyn Railroad Company, dated March 11, 1912, was presented to the Board of Estimate and Apportionment at a meeting held March 28, 1912,
Resolved, That in pursuance of law this board sets Thursday, the 25th day of April, 1912, at 10:30 o'clock in the forenoon, and Room 16 in the City Hall, Borough of Manhattan, as the time and place when and where such petition shall be first considered, and a public hearing be had thereon, at which citizens shall be entitled to appear and be heard; and be it further
Resolved, That the Secretary is directed to cause such petition and these resolutions to be published for at least fourteen (14) days in two daily newspapers in the City of New York, to be designated by the Mayor, and for at least ten (10) days in the "City Record" immediately prior to such date of public hearing. The expense of such publication to be borne by the petitioner.
The Times and the New York Press designated. JOSEPH HAAG, Secretary.
New York, March 28, 1912.

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¶Pretoria . . . 4th, 12 Noon
Victoria Luise. 7th, 10 A. M.
¶*Batavia . . . . 11th, 1 P. M.
Amerika . . . . 16th, 9 A. M.
Pres. Grant. . . 18th, 10 A. M.
¶Pennsylvania. 23d, 11 A. M.
Cincinnati . . . 25th, 1 P. M.
Kais'n Aug. Vic. 30th, 10 A.M.

JUNE SAILINGS
Victoria Luise. 6th, 9 A. M.
Pres. Lincoln. 8th, 11 A. M.
Amerika . . . . 13th, 9 A. M.
¶Pretoria . . . 15th, 9 A. M.
Cleveland . . . 20th, 10 A. M.
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S.S. Moltke, May 29, July 6, 10 A.M.

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Kaiser Wilhelm der Grosse	May 7	June 4	July 2	July 30
Prinz Friedrich Wilhelm .	May 11	June 20	July 27	Aug. 24
Kronprinzessin Cecilie	May 14	June 11	July 9	Aug. 6
George Washington . .	May 18	June 15	July 13	Aug. 10
Kronprinz Wilhelm . .	May 21	June 18	July 16	Aug. 20
Berlin	May 25	July 6	Aug. 17	

TWIN-SCREW PASSENGER SERVICE

Barbaressa	April 23 (One Cabin (II) Only)		
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Koenigin Luise	May 9	June 8	July 25
Grosser Kurfuerst	July 2		
Koenig Albert	July 4		

THE MEDITERRANEAN Gibraltar, Naples, Genoa

Prinzess Irene	April 30*	June 15	
Koenig Albert	May 11	Aug. 17	
Friedrich der Grosse	May 25	July 4	

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Caledonia..May 4, 10 AM | California...May 18, 10 AM
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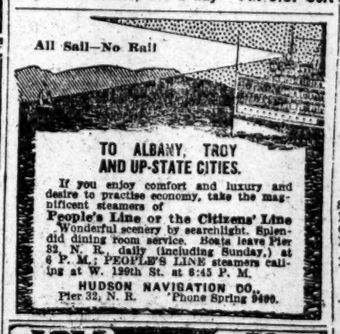

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Lapland. . . . . April 20, 10:00 A. M.
Celtic. . . . . April 25, 12:00 Noon
Kroonland. . . April 27, 10:00 A. M.

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St. Louis.....May 11 | Philadelphia.....May 18

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Celtic.....Apr. 25, noon | Baltic.....May 9

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Twin-screw steamer. †Quadruple-screw steamer.
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†Potsdam.....April 30
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SHIPPING AND MAILS

Miniature Almanac for To-day.
Sun rises..5:17|Sun sets..6:42|Moon sets...8:08

THE TIDES.

	High Water. A.M.	P.M.	Low Water. A.M.	P.M.
Sandy Hook	8:00	8:28	2:00	2:03
Governors Island	8:10	8:37	2:81	2:29
Hell Gate	10:00	10:27	4:06	4:04

Arrived—Wednesday, April 17.
SS Hellig Olav, Christiansand, April 6.
SS Cristobal, Cristobal, April 10.
SS Algonquin, Azua, April 7.
SS Bretagne, Havre, April 8.
SS Madwaska, Boston, April 16.
SS El Rio, Galveston, April 11.
SS Mohawk, Jacksonville, April 14.
SS City of Macoo, Boston, April 16.
SS Kylestrome, Sagua, April 8.
SS Claremont, Jucaro, April 9.
SS Pawnee, Philadelphia, April 16.
SS Jefferson, Norfolk, April 16.

Incoming Steamships.
DUE TO-DAY.

Queen Amelie	St. Lucia	Mar. 30
Herminius	Barbados	Apr. 7
Athinai	Palermo	Apr. 3
Mesaba	London	Apr. 6
Yumuri	Cienfuegos	Apr. 3
Bohemian	Liverpool	Apr. 7
Cubana	Cardenas	Apr. 11
Mauretania	Liverpool	Apr. 18
Arcadian	Bermuda	Apr. 16
Caracas	Curacao	April 11
Colorado	Galveston	Apr. 11
Momus	New Orleans	Apr. 13
Iroquois	Jacksonville	Apr. 15

DUE TO-MORROW.

Celtic	Liverpool	Apr. 11
Macedonia	Patras	Apr. 4
Monterey	Vera Cruz	Apr. 11
El Norte	Galveston	Apr. 13
City of St. Louis	Savannah	Apr. 16
Parima	St. Thomas	Apr. 18
San Marcos	Brunswick	Apr. 16

DUE SATURDAY.

Savoie	Havre	Apr. 12
Borderer	Calais	Apr. 5
Storfond	Lisbon	Apr. 5
Ello	Lisbon	Apr. 5
Alliance	Cristobal	Apr. 14
Grenada	Trinidad	Apr. 12
Apache	Jacksonville	Apr. 17

Outgoing Steamships.
SAIL TO-DAY.

	Mails Close.	Vessels Sail.
G. Washington, Bremen.	6:30 A.M.	10:00 A.M.
Cedric, Liverpool	8:30 A.M.	12:00 M.
Morro Castle, Havana	1:00 P.M.	3:00 P.M.
Oceana, Bermuda	8:30 A.M.	11:00 A.M.
Allemania, Haiti	1:00 P.M.	4:00 P.M.
City of Savannah, Savannah	——	1:00 P.M.
Katahdin, Brunswick	——	1:00 P.M.
Moltke, Naples	——	10:00 A.M.
El Siglo, Galveston	——	12:00 M.

SAIL TO-MORROW.

Purus, Maceo	12:00 M.	3:00 P.M.
Seguranca, Nassau	12:00 M.	3:00 P.M.
Oranje Nassau, Haiti	12:30 P.M.	3:00 P.M.
Santiago, Haiti	——	12:00 M.
Mohawk, Jacksonville	——	1:00 P.M.
Bretagne, Havre	7:00 A.M.	10:00 A.M.

SAIL SATURDAY.

Cincinnatti, Hamburg	——	8:30 A.M.
Lapland, Antwerp	——	10:00 A.M.
California, Glasgow	——	10:00 A.M.
Arcadian, Bermuda	9:00 A.M.	11:00 A.M.
Earl of Forfer, Argentina	6:00 A.M.	8:00 A.M.
Limon, Port Limon	6:00 A.M.	8:00 A.M.
Verdi, Rio Janeiro	7:00 A.M.	10:00 A.M.
Carolina, San Juan	8:30 A.M.	12:00 M.
Turrialba, Colon	9:30 A.M.	12:00 M.
Saratoga, Havana	10:00 A.M.	1:00 P.M.
Prinz August Wilhelm, Colon	11:00 A.M.	2:00 P.M.
Panama, Cristobal	11:30 A.M.	3:00 P.M.
City of St. Louis, Savannah	——	3:00 P.M.
Concho, Key West	——	1:00 P.M.
Comus, New Orleans	——	12:00 M.
El Mundo, Galveston	——	12:00 M.
Chicago, Havre	——	3:00 P.M.
D. d'Aosta, Naples	——	11:00 A.M.
Mesaba, London	——	9:00 A.M.
Venezia, Naples	——	3:00 P.M.
Columbia, Naples	——	11:00 A.M.
Iroquois, Jacksonville	——	1:00 P.M.

Supplementary mails are open on the piers of the American, English, German, and French transatlantic lines until within ten minutes of the hour of sailing.

By Wireless.
SCOTLAND LIGHTSHIP, (UNITED)
SS Herman Frasch, Sabine to New York, passed Fowey Rock at 7 P. M.
SS Gov. Cobb, Key West to New York, 152 miles S. at 8 P. M.
SS Caracas, Curacao to New York, 178 miles S. at noon.
SS Iroquois, Jacksonville to New York, 217 miles S. at 7 P

THE WEATHER.

WASHINGTON, April 17.—The disturbance over the West Gulf States Tuesday night has moved to the Ohio Valley with increased intensity and has caused precipitation in practically all districts from the Mississippi Valley eastward, heavy rains in the East Gulf States and the Ohio Valley, and snow in Illinois, Indiana, Wisconsin, and Iowa.

The temperature is decidedly lower in the Atlantic States north of Virginia and in the Ohio and Mississippi Valleys. Warmer weather continues in the South and moderate temperatures are general in the West.

Indications are that the Ohio Valley storm will advance northeastward, attended by unsettled weather and rains Thursday in the Middle Atlantic States and New England, followed by generally fair weather in these districts Friday. In other parts of the country the weather will be generally fair Thursday and Friday.

Temperatures will fall Thursday in the South Atlantic and East Gulf States and the Ohio Valley and will rise Thursday in the Middle and Upper Mississippi Valleys.

Winds along the New England Coast will be brisk and probably high; Middle Atlantic Coast, moderate to brisk south and southwest; South Atlantic Coast, moderate south, shifting to west.

Steamships departing Thursday for European ports will have brisk east to south winds and overcast, showery weather to the Grand Banks.

FORECASTS FOR TO-DAY AND FRIDAY.

Eastern New York—Rain Thursday. Friday, fair in southern, unsettled in northern portions; brisk east and southeast winds, becoming variable.

New Jersey and Eastern Pennsylvania.—Unsettled; probably rain Thursday. Friday, fair; moderate to brisk south winds.

Northern New England—Rain Thursday. Friday, unsettled; brisk east winds.

Southern New England—Rain Thursday. Friday, probably fair; brisk east winds.

The temperature record for the twenty-four hours ended at midnight, taken from the thermometer at the local office of the United States Weather Bureau, is as follows:

1911.	1912.		1911.	1912.
3 A. M.....36	58	4 P. M.....48		51
6 A. M.....35	55	6 P. M.....48		47
9 A. M.....30	55	9 P. M.....44		45
12 M.....46	54	12 P. M.....40		44

This thermometer is 474 feet above the street level. The average temperature yesterday was 54; for the corresponding date last year it was 42; average on the corresponding date for the last thirty-three years, 49.

The temperature at 8 A. M. yesterday was 55; at 8 P. M. it was 47. Maximum temperature, 65 degrees at 12:30 P. M.; minimum, 44 degrees at 10:15 P. M. Humidity, 59 per cent. at 8 A. M.; 98 per cent. at 8 P. M.

FIRE RECORD.

A. M.	Loss.
7:35—346 Madison St.; David Caplan	$5
7:41—29 Beekman St.; Challenge Package Co.	$500
11:20—225 West 80th St; not given	None
1:30—16 East 134th St.; Mrs. Cohen	Trifling
P. M.	
2:00—385 6th Av.; Frank Brarg	Trifling
2:15—306 East Houston St.; J. Reinstein	Trifling
2:50—475 Morris Av.; Sarah Dene	$1,000
3:00—312 W. 125th St.; Higginson estate	Trifling
4:40—79 E. 109th St.; John Urna	$700
7:30—278 E. 148th St.; Z. Delezelle	Trifling
7:36—54 Morningside Av. East; H. Headuc	Trifling
9:15—170th St. east of Edgecombe Av.	Trifling
11:00—326 E. 49th St.; H. Cohen	$500

ESTATES APPRAISED.

Deputy State Controller Wallace S. Fraser transmitted the following appraisals under the inheritance tax law yesterday to Anthony J. Barret, Chief Clerk of the Transfex Tax Office of the Surrogates' Court:

Estate of ELLEN M. HENNESSY (died Sept. 15, 1909;) realty: 89 Crosby Street, $17,000; 250 Lafayette Street, $20,000; 425 West Thirty-fifth Street, $35,000; 585 to 589 Greenwich Street, $5,000; 117 East Eighteenth Street, $42,600; 223 East Forty-ninth Street, $10,000; 215 East Forty-ninth Street, $50,000; 1,001 Madison Avenue, $40,000; one-half interest 218 Fourth Avenue, $50,750; three-quarter interest in 220 Fourth Avenue, $196,125; one-half interest 44 East Seventy-eighth Street, $22,000; one-half interest in 1,009 Madison Avenue, $31,250; one-half interest in 1,007 Madison Avenue, $20,000; one-half interest in 1,005 Madison Avenue, $20,000; one-half interest in 1,003 Madison Avenue, $20,000; Lot 1, Block 3,228, in Burnside Avenue, the Bronx, $103,000; Lot 5, Block 3,221, in Burnside Avenue, $86,500; Lots 113 and 116, Block 2,868, in Burnside Avenue, $46,000; Lot 2, Block 3,210, in Aqueduct Avenue, the Bronx, $1,000; one-half interest in Lots 35 and 48, Block 3,216, Aqueduct Avenue and proposed 180th Street, the Bronx, $16,800; three-quarters interest in 1,849 Broadway, $123,750; 155 Lexington Avenue, $24,000; personalty: 150 shares Century Realty Company, $30,000; 10 shares Standard Oil Company, $7,000; 50 shares Consolidated Gas Company, $7,312.50; 5,000 registered 3½ per cent. New York Central & Hudson River Railroad Lake Shore collateral, $16,400; 1,000 5 per cent. New Amsterdam Gas Company, $3,045; net realty and personalty, $993,675.

Estate of MANFRED B. SCHIFF, (died June 10, 1911;) net personalty, $6,549.03.

Estate of DENNIS L. O'BRIEN, (died March 26, 1911;) net personalty, $4,094.96.

Estate of EMILIO TAMASI y Vargas, (died June 23, 1911;) net personalty, $7,071.03.

Estate of JOHN J. FIELDS, (died March 27, 1910; realty, 500 Halsey Street, Brooklyn, $5,500; 282 Clifton Place, Brooklyn, $5,600; net realty and personalty, $33,237.05.

Estate of SAUL ADAMS, (died Sept. 4, 1911;) net personalty, $21,660.20.

Estate of DANIEL F. TYLER, (died July 28, 1910;) net personalty, $127,258.12, including two Buffalo, Rochester & Pittsburgh general 5 per cent. bonds, $2,280; seven Louisville & Nashville 6 per cent. bonds, $8,400; three Oregon Short Line 5 per cent. bonds, $3,255; five Wabash first 5 per cent. bonds, $5,382.50; five Toledo, Peoria & Western 4 per cent. bonds, $4,631.25; five Ohio & East Illinois general consolidated 5 per cent. bonds, $5,400; five Duluth & Iron Range 5 per cent. bonds, $5,325; three Wabash first 5 per cent. bonds, $3,217.50; ten Texas & Pacific 5 per cent. bonds, $10,875; five New York, Susquehanna & Western bonds, $5,250; five Morris & Essex bonds, $5,475; four Chicago, Milwaukee & St. Paul bonds, $4,220; six Illinois Central, $5,940; six Oregon Short Line 6 per cent. bonds, $5,200; five Morgan's Louisiana & Texas 6 per cent. bonds, $5,450; five Ohio & Erie bonds, $5,600; six Louisiana and Nashville bonds, $7,200; 100 shares Pennsylvania Railroad Company, $6,350.

Estate of SIMON SIMON, (died Feb. 7, 1910;) realty, 20 West 113th Street, $27,000; 519 East Sixty-fourth Street, $4,000; net realty and personalty, $38,417.06.

Estate of REBECCA PECK, (died March 9, 1910;) net personalty, $61,760.55.

Estate of ISABELLA MICHAELIS, (died Aug. 22, 1911;) net personalty, $2,171.45.

Estate of JACOB TER KUILE, (died Feb. 15, 1910;) net personalty, $62,485.39, including 200 shares General Leather Company, $30,000.

Estate of THOMAS DENNIN, (died Oct. 29, 1911;) net personalty, $24,913.73.

Estate of LIZZIE MARSHALL BEARDSLEY, (died June 7, 1911;) net personalty, $18,415.28.

Estate of MILTON ROBBINS, (died Dec. 28, 1910;) net personalty, $598,527.21, including 200 shares Manhattan Railway Co., $27,600; 100 shares New York, Lackawanna & Western Railway Co., $12,500; 500 shares Wells Fargo & Co., $45,000; 250 shares Royal Baking Powder Co. pf., $26,750; 65 shares Market and Fulton National Bank, $17,680; 100 shares Consolidated Gas Co., $136,750; 25 shares Forest Hotel Co., $2,750; 150 shares Consolidated Gas, Electric Light and Power Co., $9,750; 240 shares Consolidated Gas, Electric Light and Power Co., at 90, $21,600; 200 shares Brooklyn Real Estate Exchange, $7,600; 11 Adams Express Co. bonds, $9,900; 200 American Bank and Improvement Co., $21,000; 3 Baltimore & Ohio bonds, $2,632.50; 20 Chesapeake & Ohio Railway Co. bonds, $22,350; 4 Houston & Texas Central bonds, $4,385; 10 Milwaukee, Lake Shore & Western Extension bonds, $10,900; 10 Wabash Co. first 5s, $10,875; 10 Western Union Telegraph collateral trust 5s, $99,750; 50 City of New York corporative stock, 4 per cent. gold exempt bonds, $77,200; 30 Brooklyn Union Gas Co., $31,612.50; 10 City of Nashville bonds, $10,222.50.

Estate of ELSIE TIMME, (died Nov. 10, 1911,) net personalty, $114,332.47, including 16 Denver & Rio Grande Railroad Co. bonds, $14,480; 18 Northern Pacific Railway Co. bonds, $18,202.60; 14 Union Pacific Railroad Co. bonds, $14,140; 7 Long Island Railroad Co. bonds, $7,726.25.

CHANGE OF NAME.

MEYER L. LESSER, a medical student living at 205 Henry Street, to LEON M. LESSER; has been called by his middle name, which is Meyer, since his birth, but he is annoyed by people who criticise the strangeness of it, and he wants to assume the name of Leon, which is his first given name. City Court Judge McAvoy.

WILLS FOR PROBATE.

ADOLPH HEYMANN, (died April 10;) left $14,000 realty and $6,000 personalty to three children.

JOSEPHINE A. SISSON, (died April 10;) left $4,000 realty and $14,000 personalty to Harriett L. Chapin, sister.

JOHN H. LA VELLE, (died March 28;) left $4,000 personalty to Catherine La Velle, wife.

EMILIE GEBHARD, ((died March 28;) left $17,000 realty and $5,000 personalty; all to friends, including Joseph Elsener, $1,000; Louise Kleehaus, $13,000; Jacob Kleehaus, $450; Bethlehem Orphan and Half Orphan Asylum, $500; Trinity Church, U. A. C., $500; Louise Foster, $600; Dorothy Browning, $5; Anna Gehlin, $100; German Evangelical Lutheran Trinity Church, $1,000; Elizabeth S. Grote, $400.

PAULINE SPEISMAN, (died March 25;) left $475 personalty to Morris Speisman, son.

BOARD OF EDUCATION.

The resignation of President Penhollow of the Evening High School Teachers' Association has been accepted, and John F. Nicholson, Principal of the Harlem Evening High School, has been unanimously chosen to succeed him. The annual banquet of the association will be held on the evening of May 18 at the Hotel Astor. It will be the fifth anniversary of the organization of the association.

A musicale will be given by Evening Recreation Centre 771 and the Manhattan Trade School Evening Recreation Centre at Public School 101, East 111th Street and Lexington Avenue, this evening.

There is talk of erecting some fitting memorial to the late Evander Childs, Principal of Public School 10, Eagle Avenue and 169d Street, the Bronx.

A meeting of junior teachers in the High Schools will be held at Terrace Garden at 4 P. M. to-day to discuss what redress may be had for the action of the Board of Education in not granting them increase in pay from Jan. 1, in accordance with the provisions of the Equal Pay law.

The New York City Teachers' Association has adopted resolutions urging Gov. Dix to sign the Anti-Merging bill, which recently was approved by Mayor Gaynor.

The special committees, appointed by President Winthrop of the Board of Education, to investigate the Board of Examiners, has begun its work. It is now considering the methods of the Board of Examiners in approving and disapproving High School lectures as of "superior merit." It will also take up at once the way in which the Board of Examiners conducts its oral examinations.

The examination of applicants for various positions in the high schools, which will be begun at the Department of Education building next week by the Board of Education, will have to be conducted under the same rules and regulations as governed past examinations. A change was made in the requirements by the Board of Superintendents, but, at the last meeting of the Board of Education the matter was postponed until the board's next meeting, which will be held after the high school examination is ended.

An examination for substitute teachers in the common branches of the elementary public schools was held at the Department of Education building yesterday. There were 115 competitors, about 70 per cent. of whom are teachers in the parochial schools.

The entertainment by Education Primary Council No. 56, New York Civil Service Employes, composed of the clerical force of the Department of Education, at Palm Garden, Fifty-eighth Street, east of Lexington Avenue, to-morrow evening, gives promise of being a great success. Thirty-five of the forty-six members of the Board of Education have promised to be present. City Supt. William H. Maxwell, Patrick Jones, Superintendent of School Supplies; C. B. J. Snyder, Superintendent of School Building, and Henry R. M. Cook, Auditor of the Department of Education, also have expressed their intention to attend. The teaching staff will likewise be well represented. The Chairman of the Floor Committee is Edward S. Canning, and his assistant is James J. Brady. Francis O'Malley is Chairman of the Reception Committee, and his assistants are Frederick L. Mills and Frank V. Daly.

POLICE AND FIRE NEWS.

Police Department.

Transfers: Patrolmen E. C. Sullivan, 2d Precinct to C. O. Squad; J. O'Connell, C. O. Squad to 35th Precinct.

Detective Bureau to 292d Precinct, designation as Acting Sergeants revoked and suspended from duty: Valentine R. Raynor and Paul Simonetti.

Leaves of absence: Capts. Dennis F. Ward, 79th Precinct, five days, from April 23; George G. Walden, 279th Precinct, four days, from April 15.

Relieved from suspension: Patrolman Patrick W. Leonard, 5th Precinct.

Suspended: Sergt. James J. Healy, 99th Precinct; Patrolman William M. Curran, 77th Precinct.

Resignation: Probationary Patrolman John C. Vaughan, School for Recruits.

Fire Department.

Emergency appointment for fifteen days: Edward F. Croker, Jr., Inspector Bureau of Prevention.

Pensioned on own applications after more than twenty years' service: Foreman Charles F. McGuire, Engine 5, at $1,250 per annum; Assistant Foreman George M. Rivers, Engine 66, at $1,050.

THE CIVIL SERVICE.

City.

The Municipal Civil Service Commission has approved the following:

Reassignment to duty by the President of Brooklyn Borough of Wilbur F. Franklin and Harry C. Browning as inspectors of sewer construction.

Reassignment to duty by the Commissioner of Public Works, Borough of the Bronx, of Jeremiah J. Collins, foreman, who has been on leave of absence because of illness since Jan. 21.

Appointment by the Board of Water Supply of Roy Morse, Scarsdale, N. Y., as clerk, first grade, at a salary of $480 a year.

Emergency appointment by the Board of Water Supply of Merwin E. Kellam, 865 West 118th Street, as clerk, first grade, at a salary of $300 a year.

Notice from the Board of Water Supply of the emergency appointment of assistant engineer, at $1,350 a year of Chester B. Gase, 783 Greene Avenue, Brooklyn.

Letter from the Board of Water Supply nominating Herbert A. Marsden, 1,018 West 8th Street, Wilmington, Del., (temporary address,) and Richard A. Craig, 149 Manhattan Avenue, city, for provisional appointment as assistant engineers.

Request of the Board of Water Supply for authority to continue the services of Paul S. L. Bolger, who is serving under an emergency appointment as assistant engineer, until the establishment of an eligible list for the position.

Request of the Board of Water Supply for authority to continue the services of John H. D. Grannis and Ashley N. Keener, now serving under emergency appointments as inspectors, until the establishment of the new eligible list for that position.

United States.

The United States Civil Service Commission announces an examination at the New York Custom House on May 8 and 9 to fill vacancies, as they may occur, in the position of clerk qualified in law, stenography, and typewriting, at $1,000 a year, in the Division of Naturalization, Bureau of Immigration and Naturalization, Washington, D. C. Men only will be admitted to this examination, which will consist of the following subjects, weighted as indicated: Stenography, 20; typewriting, (from rough draft,) 5; typewriting, (copying and spelling,) 5; typewriting, (copying from plain copy,) 5; penmanship, 5; report writing, 10; arithmetic, 5; spelling, 5; law, 35; copying and correcting manuscript, 5. Applicants must have reached their twenty-second but not their fortieth birthday on the date of the examination. No eligible who is under 24 years of age will be certified for appointment to a position in the field service. In order to become eligible, as a result of this examination, competitors must attain a rating of at least 70 in the subject of law, or at least 70 in stenography, and an average of at least 70 in the three typewriting tests combined.

THE UNITED SERVICE.

Special to The New York Times.

The Army.

WASHINGTON, April 17.—Major D. W. Ketcham, General Staff, report to Chief of Staff for duty in his office.

Capt. A. R. Kerwin, Thirteenth Infantry, relieved from treatment, Letterman General Hospital, San Francisco, to that post for duty.

Lieut. Col. J. F. R. Landis, cavalry, retirement announced, effective Sept. 10.

Assignments of Quartermasters: Major P. R. Ward to St. Paul, Minn., temporarily until May 12; Major R. G. Paxton to Washington for duty.

Col. W. B. Davis, Medical Corps, home and wait retirement.

Lieut. Col. E. E. Hatch, infantry, to Fort Leavenworth, Kan., take station as member of the Examining Board.

The Navy.

Lieut. O. W. Fowler to Naval Academy.
Ensign F. W. Rockwell to the Hartford.

Movements of Naval Vessels.

Arrived—Eagle at Guantanamo; Utah and Delaware at navy yard, New York; Flusser, Preston, Reid, Smith, and Roe at Norfolk; Washington at Piney Point; Ajax at Melville Station, R. I.; Hercules at Washington; Cheyenne at Tacoma.

Sailed—Severn from Norfolk for Lynn Haven Bay; New Hampshire from Hampton Roads for New Orleans; Terry from Norfolk for Hampton Roads; North Dakota from Hampton Roads for New York; Sylph from Piney Point for Washington; Uncas and Mackenzie from Charleston for Key West; Chester from off Nantucket Shoals to communicate with the Carpathia; Salem from Tangier Sound to communicate with the Carpathia; Wilmington from Whampoa for Hongkong; Rainbow from Whampoa for Swatow.

The Uncas is towing the Mackenzie.

Pianos and Organs

Piano or player piano, standard make, (new,) in exchange for four large real rugs. Call Andrews, 17 East 14th St.

Sohmer upright piano, beautiful tone, in good condition, sacrifice for $100. 237 West 49th St.

Player piano; standard make; 88 note; bench, music; sell at sacrifice. 310 West 42d.

Piano, $350; Sebastian Sommer; slightly used; stool, cover, and delivered, $100. Y 34 Times.

For Sale

SLIGHTLY used office furniture, safes, typewriters, adding machines, cash registers, multigraphs, filing cabinets, neostyles, addressograph, wardrobes. Nathan's, West Broadway, corner White.

Electric motors, lighting and plating dynamos bought, sold, rented. Geo Bender, 82 Centre St.

Employers frequently complain that it is difficult to obtain honest, efficent employes. The New York Times accepts honest advertisements only. Read the messages of earnest men and women daily in the Situation Wanted columns of The New York Times. Telephone Bryant 1000.

Lost

LOST.—Open face gold watch, silk fob, and swimming medal attached, Monday afternoon, Manual Training School yard to Oxford St., through 7th and Flatbush Avs.; reward. Cook, 143 South Oxford St., Brooklyn.

LOST—Chamois pocketbook, containing lady's solitaire diamond ring and owner's card; $100 reward and no questions asked for return of same to Harry V. Smith, care Brokers, Hotel Rector.

LOST.—Liberal reward for part of diamond brooch, containing 32 diamonds, lost between Broadway Theatre and 82d St., near 5th Av., on Wednesday, April 10. Dreicer & Co., 560 5th Av.

LOST—Gold chain, with pendant, containing sapphire, six diamonds, and pearl, between 84th and 100th Sts., Broadway, on Tuesday; reward. Return to Hoare, 598 West 191st.

LOST—Monday afternoon or evening, a diamond crescent pin, between 97th St. and Colonial Theatre. Reward return to Mrs. Ward, Euclid Hall, 2,345 Broadway.

LOST—Tuesday night, between Martinique, Empire Theatre, and Waldorf-Astoria, marquis opal pin surrounded with diamonds; reward. L 101 Times.

LOST—Tuesday, pearl brooch, diamond in centre, star shaped. Reward returned to W. H. B., 1,436 Presideht St., Brooklyn, 230 4th Av., New York.

LOST.—Umbrella, silver crook handle, between 82d St. West, Broadway, and 83d St.; reward. Hotel Endicott, 81st St. and Columbus Av.

LOST—Opera glasses; inscription "Mediterranean," initials, and date; reward. Cashier, Hotel Narraganset, 93d St. and Broadway.

LOST—Drop seed pearl earring, between Beaux Arts Cafe and 42d St., April 14; liberal reward. Gardiner, 15 Central Park West.

LOST—Monday night, between Broadway and Wadsworth, gold bead necklace; reward. Repetti, Superintendent, 622 West 179th St.

LOST—A 32d degree Masonic charm, between Astor Place and 34th. Return to Herald Square Hotel; reward.

LOST—Diamond lavalliere, between East 141st and 87th; reward; no questions. Farrish, 64 John.

LOST—Persian lamb neckpiece; 5th Av., between 80th and 90th Sts. 160 East 91st St.

LOST—Envelope containing sketches and proofs of face-powder labels; reward. L 68 Times

LOST—Small string pearls, West 83d. Return 50 West 33d.

WILL the person sitting back of me on Wednesday and who picked up my pearl and diamond pin return same and avoid further trouble? V. W., 900 7th Av.

Lost and Found, Cats, Dogs

LOST—Toy French bull pup, nine months, dark brown, small white patch on breast; answers to name Remus; with collar, no name; harness on; reward. 195 Claremont Av., N. Y.

LOST.—Pure white bull terrier dog. Return to 610 West 113th. Reward; no questions asked.

Found

FOUND—Watch and fob, on Albany St., near West St. Owner may obtain same by applying at 423 West 140th St. and giving description.

FOUND, April 17.—POLICE DEPARTMENT. Apply 240 Centre St.: Dress suit case containing lady's wearing apparel, &c.; envelope containing letters, passports, and pawn tickets; dress suit case containing gentlman's wearing apparel, &c.; coat and trousers. Apply 209 State St., Brooklyn: Fan, dress suit case containing wearing apparel, bunch of keys, small amount of money, coat and cap, lady's watch.

FOUND.—April 16, INTERBOROUGH RAPID Transit CO. Apply Lost Property Bureau, 9 Morris Street. SECOND AVENUE ELEVATED—Books, cards, shoes, curtains, samples, skirt, gloves, suspenders. THIRD AVENUE ELEVATED—Umbrella, handbag, purse, books, papers, blanks, music, odd glove, photo, belts, keys, ticket, beads, pistol, hats, rubbers, silk, baby clothes, plans, globe. SIXTH AVENUE ELEVATED—Umbrella, necklace, cuff buttons, books, magazine, eyeglasses, overcoat, underwear, papers, waist, &c.; samples, straw, portfolio, circulars, paper, thread, valise, chopping dish, handbag, key, tin, umbrella, medicine, gloves. SUBWAY—Umbrella, satchel, pocketbook, purses, eyeglasses, lectern cards, samples, photos, book, gloves, rubber, shoes, glassware.

FOUND, April 16—HUDSON & MANHATTAN R. R. CO., (Hudson Tubes.) Apply 137 Christopher St.: Shirt, towel, handkerchief, tickets, bag, spectacles, commutation book, shoe, jug, gloves, umbrella, money.

FOUND.—April 16, N. Y. C. and N. Y., N. H. & H. R. R. Apply Lost Property Bureau, Grand Central Station—Packages, gloves, raincoat, heads, picture, belt, neckpiece.

FOUND.—LONG ISLAND R. R. Apply Information Bureau, Long Island City—Umbrellas, packages, gloves.

FOUND.—April 16, LACKAWANNA R. R. Apply Information, Hoboken, N. J.—Umbrellas, packages, gloves.

FOUND.—PENNSYLVANIA R. R. Apply Information Bureau, Jersey City—Umbrellas, pair gloves.

FOUND.—April 16, NEW PENNSYLVANIA DEPOT. Apply Baggage Room, 33d St. and 7th Av.—Blue stone, umbrellas, money, gloves.

FOUND.—April 16, ERIE R. R. Apply Information Bureau, Jersey City.—Packages, gloves.

Business Opportunities

I will sell to responsible party my beautifully developed $8,000 plantation in best health resort district to South for $5,500; 10 p. c. cash, balance easy payments; plantation has shown handsome profits each year; equipped with best up-to-date improvements and implements; business interests call me abroad; brokers need not answer; references exchanged. K 115 Times Downtown.

Capital secured without publicity; stock and bond issues underwritten; corporations organized and financed; meritorious patents exploited; business expert will advise how to finance your proposition; moderate fee; strictly commission basis. Expert, 219 Times.

$5,000 required, with services of active business man; salaried position in first-class established, rapidly developing business, located in New Haven, Conn.; exceptional opportunity. No brokers. Commercial Co., 371 State St., New Haven, Conn.

A well-organized selling agency is needed to act as selling agent for an established pecan development company; groves located in Georgia; liberal arrangements made with company that can sell acreage. Write W. W. Pell, 20 Broad St.

PIANIST or dancing master, with $1,000 cash, may become partner in establishing most select dance hall and school, in high-class central location; make appointment for meeting for complete details. Mr. Sabine, L 67 Times.

Gentleman owning valuable business corner in downtown New York desires to exchange same for Chicago property worth at least $125,000. Y 26 Times.

Boarding House; fine neighborhood, west side new furniture; one vacancy; quick. Phone River—2970.

Motion picture, vaudeville theatres with merit; investigate. Mackie, 1,451 Broadway, corner 41st St.

Boarders Wanted

West Side.

5TH AV., 46.—Large and small rooms; gentlemen, couple; table guests accommodated; references.

11TH, 112 and 114 WEST.—Pleasant rooms; exceptional table and service; table boarders accommodated.

11TH ST., 23 WEST.—Comfortable furnished rooms; running water; telephone; with board.

16TH ST., 20-22-33 WEST.—Large and small rooms; well furnished; unexcelled board; telephone.

44TH ST., 260 WEST.—Alliance House, "Quiet Place for Quiet People"; single rooms, including board, $10 per week; use of bath; suites, consisting parlor, sleeping apartments, private bathroom, $30 up per week, including board for two; other double rooms; steam heated throughout; elevator service. 'Phone 793 Bryant.

48TH ST., 117 WEST.—Large, small rooms; private baths; table; house strictly first class; references.

49TH ST., 68 WEST.—Established 24 years; rooms and suits; baths; telephones; superior table; moderate.

51ST ST., 341 WEST.—Pleasant room; running water; excellent home table; private American family; highest references exchanged. Wardell.

54TH ST., 54 WEST.—Large and small rooms; first-class references; table guests.

64TH ST., 115 WEST.—Large, pleasant room, suitable for one or two; excellent table; moderate.

70TH, 151 WEST.—Second-story room; private bath; hot water supply; room telephone; references.

269 WEST 70TH ST.
Attractive rooms; 'phone; Sub.; board optional.

71ST ST., 130 WEST.—Two large connecting rooms; every convenience; excellent table; Subway, "L."

120 WEST 71ST ST.
Attractive rooms; suite suitable doctor; baths, electricity.

Boarders Wanted

West Side.

72D, 152 WEST.—Room, board, piano, for young ladies studying music, art; references; moderate.

72D ST., 131 WEST.—Large and single rooms; southern exposure; private baths; table guests; references.

72D ST., 159 WEST.—Large, square room; also hall room; parlor dining room; references.

175 WEST 73D ST.
Pleasant rooms; telephone; subway; "L"; excellent board.

76TH, 237-239 WEST.—Large, medium rooms, private bath; high-class house; excellent table.

76TH ST., 240 WEST.—Desirable rooms; parlor dining; table board; references.

76TH ST., 113 WEST.—Medium sized room; hot and cold water; also hall room; references.

78TH ST., 168 WEST.—Lovely rooms; improvements; excellent table; central location; private family; board optional.

80TH ST., 124 WEST.—Large and small rooms; private surroundings; exceptionally good table; very reasonable.

81ST ST., 156 WEST.—Unexpectedly vacated, double and single rooms, with board; table boarders accommodated.

82D ST., 128 WEST.—Every room bath, steam heat, electric lights, parquet floors; catering; telephone.

82D ST., 50-52 WEST.—Rooms, singly or en suite; baths; electricity. Phone Schuyler 8397.

83D ST., 55 WEST.—Small private boarding house will rent entire floor with bath, or singly; board optional; Summer rates.

84TH, 53 WEST.—Summer prices; bright room; excellent board; suitable gentlemen; with Jewish family.

82D ST., 55 WEST.—Medium room; also hall room; bath, running water adjoining; moderate.

93D ST., 128-130 WEST.—Rooms in high class boarding house; reasonable; table guests; telephone.

93D, 304 WEST.—Newly decorated, beautifully furnished double and single rooms; table a specialty.

94TH ST., 16 WEST.—Large room, with board; table guests; convenient "L." Telephone 7442—Riverside.

101ST ST., 215 WEST, Corner Broadway.—Corner room; private bath; southern exposure; single room, adjoining bath; Summer rates; home cooking; excellent table. Masline.

105TH ST., 309 WEST.—Beautifully equipped new private dwelling; just opened; overlooking Hudson; extra large rooms; connecting dressing rooms and fine shower baths; running water in every room; superior to any boarding house; table guests accommodated.

114TH ST., 526 WEST.—Small, light, airy room; running water; closet; table guests.

118TH ST., 417 WEST.—Newly decorated and furnished rooms; Southern cooking, daintily served; Subway; trolley.

122D ST., 519 WEST.—Acropolis Hotel, near Riverside; single rooms, suites; board optional; reasonable rates.

137TH, 902 WEST.—(Broadway Subway); high class accommodations; front room, suitable two; excellent German cooking; refined private family; elevator. Apartment 43.

140TH ST., 435 WEST.—Large room; electric light; unexcelled cuisine; table guests. 'Phone Audubon 7217.

142D St., 512 WEST, (Near Riverside.)—Pleasant front rooms; telephone; excellent table board; moderate.

145TH ST., 613 WEST.—Large room overlooking Hudson; running water; closets; good board; telephone; references.

145TH ST., 412 WEST.—Desirable accommodations; couple, $18; bath adjacent; superior table; private house; references.

149TH ST., 544 WEST, (Broadway Subway.)—Beautiful, healthiest section; "Audubon," small but A1 modern hotel accommodations; boarding house prices. Tel. 2757 Audubon.

LA PORTE HOTEL, 117th St. and Amsterdam Av.—First-class apartment hotel; elegant rooms, single, en suite; newly decorated; terms moderate; highest elevation in Manhattan; home cooking.

LARGE, small rooms; private bath; near park; subway; elevated; excellent table. 48 West 91st St.

A.—A.—RIVERSIDE DRIVE, 549.—Elegant room with superior board, exclusive, for gentleman or couple. Tel. 4960 Morningside. Payne.

WAVERLEY PLACE, 101, The Park.—Large sunny rooms; private bath; single rooms; excellent table.

A.—WAVERLEY PLACE, 103.—Elegantly furnished rooms, with private bath; large closets; phone; $16 to $20 week; hotel service.

East Side.

63D ST., 23 EAST, (cor. Madison Av.)—Fine rooms; excellent board optional; reasonable prices.

80TH ST., 40 EAST.—Second floor suite; elevator; other single rooms; fine table; reasonable.

IRVING PLACE, 47.—Newly furnished, large and small rooms; excellent board; table guests; telephone.

MADISON AV., 71.—Large and small rooms, with board; best accommodations; telephone; references exchanged.

MADISON AV., 839, (70th St.)—Large, handsome rooms, with board; breakfast in rooms; references.

A1.—107 MADISON AV.
ROOMS, WITH OR WITHOUT BOARD.

Brooklyn.

MONTAGUE TERRACE, 5, 7, 9, (Heights.)—Overlooking river; connecting mansions; Subway, five minutes Wall St.; seaside; neighborhood house; table high class; rates $9, $30 per week. 905 Main.

Board Wanted

WANTED—Reasonable board and room; couple and 6-year-old son; neighborhood suitable for child; state terms. L 98 Times.

Country Board

Staten Island.

THE GABLES, 999 Castleton Av.—Large grounds, piazzas; trolleys pass door; connect boats; references.

New Jersey.

YOU WILL GO ONLY 35 MINUTES FROM BROADWAY ! ! !
$18 PER WEEK AND UP FOR TWO PEOPLE INCLUDES ELEGANTLY FURNISHED ELECTRIC-LIGHTED ROOM, WITH PRIVATE TILED BATHROOM AND SUPERB HOTEL MEALS AT THE ELMWOOD, 45 SOUTH WALNUT ST., EAST ORANGE, N. J. Special rates to families.

Southern exposure, billiard room, palm room, smoking room, vacuum cleaned; electric candles on dining room tables give fairyland effect; four minutes from station; not a country hotel, but a first-class metropolitan house; why continue to pay same rates in a boarding house with one bath to fifteen people!

Take the wonderful McAdoo tube, either from your office door at Broadway and Cortlandt St., or the centre of the theatre, shopping district at Broadway and 33d St.; no crowded Subway; warm cars; no ferries; charmingly located in metropolitan zone.

Engelwood, N. J.—Two rooms with private family; no other boarders; married couple preferred; $25 per week; large grounds; beautiful location. Address R. W. Haines, 387 4th Av., New York.

Furnished Rooms

West Side.

8TH ST., 8 WEST.—Two rooms and bath; nicely furnished; board optional.

9TH ST., 17 WEST.—Private house; suites for bachelors; suitable two, three; electricity; telephone; transient facilities; unsurpassed; references.

9TH ST., 17 WEST.—Private house; suites for bachelors; suitable two, three; electricity; telephone; transient facilities; unsurpassed; references.

19TH ST., 237 WEST.—Large, light room; hot water; bath; suitable one or two gentlemen.

22D ST., 426 WEST.—Handsomely furnished, sunny, back parlor and dressing room; running water; telephone.

46TH ST., 43 WEST.—Large and small rooms; private bath; gentlemen; refined house; references.

48TH ST., 115 WEST.—Large and small rooms; gentlemen only; references. Telephone 3796 Bryant.

49TH ST., 247 WEST.—Parlor, bedroom, connecting; modern; electric light; furnished; first class. MRS. LELONG.

52D ST., 54 WEST.—Elegant large, second floor, front room; all conveniences; telephone; breakfast; references.

54TH ST., 130 WEST.—A large, newly furnished second-story front; also sunny medium room; house newly decorated; fine block; private American family; telephone.

58TH ST., 120 WEST.—Nicely furnished rooms; all conveniences; breakfast; select location; telephone 381 Columbus.

58TH ST., 17 WEST.—Magnificent parlor suite; private bath; electricity; suitable physician or family adults.

59TH ST., 208 WEST.—Facing Central Park; furnished rooms; all conveniences; electric light; $4 up; suitable for studio.

65TH ST., 5 WEST.—Large front and back parlor; private entrance; extra clean, plenty of light and air; fine bathroom; private phone; three in family (American Christian;) references given and REQUIRED. Phone 1895 Columbus or call. Hanshe.

68TH ST., 38 WEST.—Bachelor apartments; exquisitely kept; unrivaled service; absolutely private; every modern convenience; breakfast if desired; highest references only.

68TH, WEST.—Strictly private family will rent exquisitely appointed rooms, tiled bathrooms, to refined people; references required. 3184—Columbus.

Furnished Rooms

West Side.

68TH ST., 68 WEST.—Elegant large front room bay window; alcove; service unrivalled; breakfast optional.

189 WEST 69TH ST.
Attractive suite; private bath; small room; every convenience.

70TH ST., 138 WEST.—Attractive room; private bath; steam heat; private house; gentleman only.

70TH, 267 WEST.—Front and back rooms, with dressing rooms; electricity, telephone; board optional.

71ST ST., 351 WEST.—Attractive single rooms, $4 up; suites; private bath; gentlemen. 2317 Columbus.

71ST ST., 141 WEST.—A large room; private house; men only; references.

72D ST., 302 WEST.—Extremely pleasant, nicely furnished, large, front room; smaller room; 'phone; gentlemen.

73D, 166 WEST.—Attractive rooms with every convenience; southern exposure; near Subway express.

74TH ST., 104 WEST.—Attractive room, dressing room attached; also small room; telephone; Summer rates.

74TH ST., 107 WEST.—Desirable front room near bath; also single; homelike surroundings; telephone; references.

76TH ST., 57 WEST.—Large, desirable room; attractive neighborhood; all conveniences. 'Phone 8124 Schuyler.

76TH ST., 119 WEST.—Physician's office; light back parlor; conveniences; also large room, bath; handsomely furnished.

76TH ST., 125 WEST.—Handsomely furnished rooms in first-class neighborhood; breakfast optional; telephone; references.

76TH, 180 WEST.—Front room, near bath; electricity, running water; also single room; references.

77TH ST., 116 WEST.—Large and small rooms; doctor's floor; Summer rates; references required.

77TH ST., 109 WEST.—Large front room, second floor; first-class house; accessible; telephone; reasonable.

77TH, 102 WEST.—Medium-sized front room; running water; bath adjoining; private house.

78TH ST., 121 WEST.—For bachelors, medium and small rooms; baths; connecting; moderate; private family.

79TH ST., 162 WEST.—Nicely furnished rooms; Summer rates; also a parlor floor; doctor's office or musical studio.

80TH ST., 132 WEST.—Large, nicely furnished room with bath; one flight; private house; references.

81ST ST., 204 WEST.—Well-furnished, immaculate room; every convenience; first floor. Sharples.

82D ST., 6 WEST.
Select, gentlemen only; large front or floor; bath; vacant this week; near Central Park; homelike; plain; breakfast optional.

82

Situations Wanted

Female.

AMERICAN of refinement would like position as housekeeper in apartment. C 236 Times Downtown.

ASSISTANT BOOKKEEPER, stenographer, typist; bright beginner; moderate salary; operates switchboard. K., 1,731 Pitkin Av., Brooklyn. 'Phone 660 East New York.

BOOKKEEPER.—Young lady, 23, six years with one firm; familiar with controlling accounts; competent, reliable; salary, $16 to $18.

CARETAKER wishes take charge of house; best personal references. Mrs. Humphries, 779 8th Av.

CHAMBERMAID.—Assist with waiting; lady going abroad recommends excellent maid; free April 23. Seen 116 East 73d St., 10 to 3.

DANISH masseuse, as useful companion to lady who travels in Europe or America; best references. H., 306 West 73d St.

FRENCH NURSERY GOVERNESS, well educated, desires situation to children three years up; prefers country; best references. Mademoiselle, 153 East 47th St.

HOUSEKEEPER or COMPANION.—Refined, capable woman; highest references. H., 337 East 57th St.

INTERPRETER, speaking and writing fluently Spanish, French, German, and Turkish, desires position; moderate salary; best references. Ariel, 321 East 18th St.

LADY'S MAID.—German; speaks English; willing to do light chamberwork. 146 E. 50th St.

LADY of assured social and financial standing would be companion and friend to lady. Refined, K 163 Times.

STENOGRAPHER, BOOKKEEPER. — Seven years' office experience; wishes steady position; $12. Telephone present employer, 3,208 Gramercy, or address Steno, 2,060 3d Av.

STENOGRAPHER.—College woman, commercial and literary experience; wishes position with professional person or publishing house. Miss Cowan, 814 Hewitt Place, Bronx.

STENOGRAPHER, typewriter, office work; bright beginner; rapid, accurate, good speller, plain penman, neat appearance; $6; no agency. C 208 Times Downtown.

STENOGRAPHER, typewriter; intelligent, energetic young lady; good references; terms reasonable. Stenographer, 89 Delancey St.

STENOGRAPHER, 17, experienced, general office work; accurate, ambitious, neat. Miss Zink, 405 East 82d.

STENOGRAPHER, eight years' experience, desires position Summer hotel. Preston, 68 Johnson St., Brooklyn.

WAITRESS.—Lady going abroad recommends excellent girl; free April 23. Seen 116 East 73d St., 10 to 3.

WOMAN STENOGRAPHER.—Expert; good bookkeeper and conversant with office details; experience in publication office; $15. Address Steno, 708 Columbus Av.

YOUNG GIRL wishes position; light chamberwork; take care of child; best city references. Call Thursday, 9-2 P. M. Schwilk, 153 W. 84th.

Male.

ACCOUNTANT, (C. P. A.,) university graduate, desires position as accountant, auditor, office manager; thoroughly familiar with banking, foreign exchange, industrial, and professional accounting; highest credentials; age 32. C 226 Times Downtown.

ACCOUNTANT.—Books opened, balanced; systems; arrangements with firms not employing bookkeeper, $3.50 weekly. Accountant, Room 512, 621 Broadway. 'Phone 5628 Spring.

ACCOUNTANT.—Expert; books opened, closed, balanced, systematized, audited, written up, kept part time; reasonable. Accountant, 32 Union Square. 'Phone 2259 Stuyvesant.

ACCOUNTANT. — Audits, adjusts, writes up books, $5 monthly up; financial statements, systems; reasonable. Mitchell, 25 East 14th St. Telephone 1807 Stuyvesant.

AMERICAN young man (Jewish) desires position as beginner with reliable banking house. L 86 Times.

A YOUNG MAN wants permanent position with manufacturer or commercial house; ten years' business experience; understands detail and has done some selling; good mechanical knowledge; would prefer selling or outside work. M., C 239 Times Downtown.

BOOKKEEPER, accountant, 6 years' experience, wishes to connect with good house. C 231 Times Downtown.

BOOKKEEPER, 19, capable assistant; efficient office man; experienced; seeks position, offering opportunity. Box L 70 Times.

BOOKKEEPER-STENOGRAPHER, (27,) competent; nine years 'experience; highest credentials; $22. Read, 125 East 23d.

BOY, 18, desires position in wholesale house or office; best references. L 96 Times.

BUSINESS MAN of unquestionable character, with record for efficiency and ability in the organization and handling of large forces of men, will entertain proposition from business house or manufacturing concern; has had a comprehensive experience as assistant manager in large industrial plant, embodying the oversight of factory and office, adjustment of wage scales, and computing cost of product; would be of exceptional assistance to individual or firm in need of a man combining above qualifications with discretion, trustworthiness, and mature judgment. Address A1 Times.

CHAUFFEUR.—Mechanic; single, experienced driver; reliable and obliging; highest private references for sobriety, honesty, driving, mechanical ability; salary moderate. F. R., 265 West 125th St.

CHAUFFEUR.—Valet, English, good driver and mechanic; experienced valet, goor references; has traveled Europe. Hammond, care of Advertising Agency, 990 6th Av.

CHAUFFEUR, 33, good appearance, desires position with family; drive and repair any car; A1 reference. Shaw, 1,730 Broadway.

CHAUFFEUR, Englishman, expert engineer, requires position with party touring this country or Europe. X Y 75 Times.

CHAUFFEUR, competent driver and mechanic, desires position; low salary. Levey, 1,073 Washington Av., Bronx.

CHAUFFEUR, 25, experienced, desires position; last car was Packard; with good reference. L 103 Times.

COLLECTION DEPARTMENT; college graduate, (25;) capable correspondent; to assume full charge. F. R., 337 East 18th St.

ESTIMATOR.—Position wanted as estimator on sheet metal work; a former first-class mechanic. Estimator, 118 West 49th St.

MAN, (25,) qualified for trustworthy position, desires connection with business concern; yrs of experience as salesman and manager, in which capacity he conducted correspondence, had full charge of salesmen; possesses energy, common sense, and best credentials to suit most exacting. L 100 Times.

MAN, with thorough, all-around business experience past 12 years, desires permanent position at anything; best references. Y 30 Times.

OFFICE ASSISTANT.—Young man; 6 years' experience; accurate and rapid. Y 40 Times.

POSITION WANTED.
Advertising man, 33 years old, 12 years' experience as manager and solicitor, desires position as advertising manager of daily newspaper in city of about 150,000 to 300,000 population or as assistant to advertising manager of large metropolitan daily; excellent references. L 106 Times.

REPRESENTATIVE well acquainted with Southern territory, sound business sense, mechanical engineering experience, strictly sober, would like to represent machinery concern; best of references. Y 33 Times.

RESIDENT BUYER wants to represent good department stores out of town; best attention given; easy terms. Judenfriend, 598 E. 140th.

SALESMAN.—Experienced, wishes position at any line; city or to travel out. C 230 Times Downtown.

STENOGRAPHER and typewriter; beginner, few months' experience; excellent references; salary no object. Frank Shallin, 303 9th St., Jersey City, N. J.

STENOGRAPHER - SECRETARY. — Capable; extensive newspaper, mercantile experience; $1,200 per annum. Thinker, 2,101 8th Av.

UPHOLSTERER, at residence; mattresses remade, $1.50; furniture reupholstered, slip cover orders made mechanically; best references; lowest prices. Cavaler, 206 East 7th.

USEFUL MAN.—Middle-aged; German; worked all his life in restaurant as waiter, lunchman, or oysterman; strictly temperate. W., 103 East 114th St.

WANTED—A permanent managerial position by a man qualified for a position of trust now engaged in efficiency work with a manufacturing concern; has had experience as manager of a factory, creating new business, handling salesmen, office staff, accounting, and systematizing; can furnish New York references. Address P. O. Box 1,197 Boston, Mass.

WANTED.—Tutoring or teaching, by M. A. graduate and student of Columbia University; best references; six years' experience. L. 99 Times.

Wanted—Line dresses or furs; drawing required. 611 Washington St., Room 304, Boston, Mass.

Other Situations Wanted Male on preceding page.

CONNECTICUT NAMES 12 TAFT DELEGATES

Ten of the State's Fourteen Are Instructed and Two Favorable to the President.

ADMINISTRATION IS NDORSED

Cheers for Taft at State Convention Drown Efforts of Roosevelt Delegates to be Heard.

NEW HAVEN, Conn., April 17.—Declaring for President Taft, and pledging Connecticut's fourteen votes for him in the National Convention, the Republican State Convention closed to-day after a session which was enlivened in the last moments by H. C. Bates of Chester, a delegate, demanding that Col. Roosevelt be made the choice.

The delegates rose in their seats, and, hats in hand, cheered wildly for President Taft, drowning Bates's effort to be heard. The Chairman said every one should have a fair show in a Republican convention, but the delegates continued to cry down Bates, who stood his ground.

Bates said that everybody was saying President Taft was a weak man. "We can't elect him; give us a live man; give us Roosevelt," he said.

The resolutions were presented by National Committeeman Charles F. Brooker, and adopted with cheers.

The convention chose four delegates at large, and the five district conventions' ten delegates, which respective choices were ratified. Three district conventions instructed their delegates. The argument that "delegates should not be messenger boys" was used successfully in the remaining districts. The names follow:

Delegates at Large—Charles P. Brocker, J. Henry Roraback, Charles Hopkins Clark, and Frank B. Weeks.

First District—E. J. Lake and H. M. Alcorn. Uninstructed.

Second District—C. E. Gates and Francis J. Regan. Instructed for Taft.

Third District—Col. I. M. Ullman and Frank C. Woodruff. Instructed for Taft.

Fourth District—John T. King, Bridgeport, and James P. Walsh, Greenwich. Favorable to Taft.

Fifth District—E. J. Emmons and I. H. Chase. Instructed for Taft.

The convention was called to order by John H. Light of South Norwalk, Temporary Chairman, and the temporary organization of last night was made permanent.

The resolutions, which were adopted unanimously, indorsed President Taft for renomination, declaring that he had kept his oath, "revered and defended the Constitution, enforced the laws and obeyed them himself," that he had always "wisely and law abidingly" conserved the country's natural resources, had instituted large and carefully thought out economies in Governmental expenditure, had striven to put the tariff on a scientifically sound basis, and had urged Congress to assist him in carrying civil service reform to its logical conclusion.

"The country," the resolutions continue, "has dwelt in peace under his vigilant and sagacious management of its affairs. No President since Abraham Lincoln has accomplished more for the permanent good of the people than Taft has done in less than four years.

"Fully believing that the best interests of the country, no less than those of the party, require President Taft's renomination, the Republicans of Connecticut, in State Convention assembled, instruct their delegates-at-large and request their other delegates to vote at Chicago accordingly.

$59,126 FOR ROOSEVELT FIGHT

Perkins and Munsey Chief Donors of Primary Campaign Here.

ALBANY, N. Y., April 17.—The campaign made at the recent primaries in New York City in behalf of delegates favorable to the nomination of Col. Roosevelt as President cost $59,126, according to a statement filed with the Secretary of State to-day by Eton Huntington Hooker, Treasurer of the Roosevelt League.

George W. Perkins, Frank A. Munsey and Alexander S. Cochran each contributed $15,000. Other contributors included George Baxter, $5,000; H. L. Stoddard, $2,500; Charles H. Duell, $1,600; H. H. Hooker, A. Foster Higgins and R. P. Perkins, each $1,000; Byron L. Smith and Oscar Straus, each $500 and H. L. Satterlee, $100. The league also received several hundred dollars in small contributions.

Messrs. Perkins and Munsey contributed $10,000 each prior to the primaries, and evidently there was a deficiency on April 9 when the league raised $12,500 more. This money was contributed by Mr. Munsey and Mr. Perkins, who each gave an additional $5,000, and H. L. Stoddard, who gave $2,500.

The expenses were incurred by office help and in small amounts for campaign purposes.

Ogden L. Mills, Treasurer of the New York County Republican Committee, has certified that he received and spent $5,585.64, contributed by the Taft National League.

SENATOR LORIMER ILL.

Denied, However, That His Condition Is Serious.

CHICAGO, April 17.—Conflicting reports were current to-day regarding the condition of United States Senator William Lorimer, who has been ill for ten days.

One report was that he was seriously ill. This was denied by members of his family and by his physician, who said that Senator Lorimer had improved greatly.

Overwork in the primary campaign and the strain of the fight to retain his seat in the Senate are said to have undermined his health.

Woman Wins Political Fight.

HAMMOND, Ind., April 17.—Miss Virginia Brooks, known as West Hammond's Joan of Arc, was rewarded last night when the returns from the West Hammond election showed that the reform ticket for which she campaigned had been elected wfth only one exception, an Alderman. The ticket headed by Mayor Kasimir Wszynski will take office on May 1, and is pledged to give a business administration. Miss Brooks has announced that she will be a candidate for President of the Board of Education.

Ohio Court Now Bi-Partisan.

COLUMBUS, Ohio, April 17.—Gov. Harmon announced to-day the appointment of Judge Joseph W. O'Hara of Cincinnati to succeed the late Judge James L. Price of Lima, on the Supreme Court. Judge O'Hara is a Democrat. His appointment makes the court stand bi-partisan for the first time in a third of a century.

Kennedy
12 Cortlandt St.
(½ Minute from Hudson Terminal)
The Big Hat Store
Best Hats in the World for the Money

Dashing Soft Hats & Flexible Derbies
$1.90
Have the Tone and Quality of a $3 Hat
Tweed Caps (new weaves), 50c & 95c
Stitched Tweed Hats, $1.25 & $1.90
White Knockabout Soft Hats, 65c
"At the Usual Kennedy Savings"

ROOSEVELT ACCUSES TAFT.

Colonel Says He is Profiting by Use of Federal Patronage.

OMAHA, Neb., April 17.—"It is a nice thing to use evil instruments in order to do dirty work," said Col. Roosevelt in an attack to-night in a speech at the Auditorium upon supporters of the Taft Administration. "It is an even less nice thing to throw the evil instruments aside when they are broken and loudly make believe that they are not intentionally used."

Col. Roosevelt charged that the President's managers, "with the helpless acquiescence of Mr. Taft, are relying solely upon the support of the bosses who stand for what is worst in our political life."

"There is not one State out of ten in which Mr Taft would have any chance if the vote were left to the people themselves," he asserted. Later on he said:

"Outside of the delegates that represent either the unscrupulous use of patronage or else sheer fraud, Mr. Taft's strength would be trivial and indeed negligible in the present contest."

"To profit by wrong doing," he added, "is mighty little better than actually to do wrong, and the Administration is seeking to profit by this wrongdoing."

In his address to-night Col. Roosevelt said that Senator Lorimer and Senator Penrose recognized in Mr. Taft "the kind of a Progressive whom they are willing to clasp to their hearts."

WASHINGTON, April 17.—Floods at Memphis, delaying railroad travel over the Mississippi, may interrupt the return of Col. Roosevelt from his Western speaking tour, according to officials at the National headquarters. If transportation facilities do not improve it may be necessary to abandon the Southern journey and return by way of St. Louis, cutting out the proposed tour of North Carolina.

SEES MENACE IN ROOSEVELT.

Gov. Marshall Calls Him the Syndicate Candidate of Big Business.

Special to The New York Times.

INDIANAPOLIS, Ind., April 17.—From what he calls the "bleachers" where he says he is watching the Roosevelt ball game, Gov. Marshall, Democratic candidate for the Presidential nomination, believes he sees a great menace to American political conditions, a menace attributable to what he terms the syndicate candidate in politics. By a syndicate candidate he means, he explained, a candidate exploited by a group of individuals either for selfish or other reasons, but always the candidate of the group.

"Instead of money getting out of politics, the Roosevelt campaign prompts me to believe that money is getting into politics in a more determined way than ever before, in spite of the effort to keep it out. Formerly, powerful combinations of wealth were willing to wait until after the inauguration to begin its operation on the high official of the country. The Roosevelt campaign makes me wonder if so-called big business hasn't found that process too slow and has begun to get in on the ground floor or to begin its operations before the convention, with a view of controlling the nomination. Putting it in another way, I wonder if 'My dear Harriman' hasn't decided he would prefer to receive the 'letter' before the convention rather than after the election and inauguration."

ROOSEVELT WON'T DEBATE.

Declines Congressman Gardner's Challenge on Lorimer Issue.

SILVER CREK, Neb., April 17.—Col. Roosevelt to-day declined to engage in joint debate with Congressman Gardner of Massachusetts, who said an effort was being made to "link the name of President Taft with that of Senator Lorimer and other unpopular persons whom the President always has opposed."

Col. Roosevelt declared that the "linking" was done by Lorimer, and that Mr. Taft made no effort to break the link until it was proven unprofitable to him.

"In Illinois," said the Colonel in one of his speeches, "we got all the State except the votes which Mr. Lorimer had in his pocket."

"Now that Mr. Lorimer is defeated, a number of Mr. Taft's suporters are sending me word that Mr. Taft was against Mr. Lorimer. Mr. Taft may have been against Mr. Lorimer, but it was so inoffensively that Mr. Lorimer never found it out until after he was beaten."

FINDS WILSON'S SUITCASE.

Near Where Governor Dined on Night He Reported Its Loss.

CHICAGO, April 17.—Gov. Woodrow Wilson's suit case, which was stolen from his room in a downtown hotel here ten days ago, was found last night. An anonymous telephone message to the hotel said the case could be found in an areaway between St. Mary's Church and the parish house.

A detective found the suit case, which contained evening clothes, soiled linen and papers. Apparently none of the contents had been touched. It was at St. Mary's parish house that Gov. Wilson was dining with Father P. J. O'Callaghan when the suit case was stolen.

Illinois Delegates Elected.

CHICAGO, April 17.—Republicans held Congressional Conventions to-day in each of the twenty-five districts in Illinois, and elected delegates to the National Convention to be held in Chicago. In twenty-four of the districts, which were carried by Roosevelt at the recent preference primary, the delegates were instructed for the former Prsident, thus giving him 56 of the State's 58 delegates. This includes, of course, the eight delegates at large to be chosen on Friday at the State Convention at Springfield. The only district in Illinois carried by Taft was the Fifth in Chicago, controlled by friends of Senator William Lorimer, which today instructed its delegates for the President.

QUEENS POLITICS ON STAGE.

Politicians Get Wind of Plan and Will Seek Injunction.

The Nameoke Democratic club of Richmond Hill is arranging a production to be given at the De Kalb Avenue Theatre in Brooklyn on Thursday evening, April 25th; and one of the members wrote a three-act drama entitled "Getting In, or Queens Politics Up to Date." The stock company at this theatre has been rehearsing the play for several days. The lines of the play are helped out by moving pictures and songs.

On Tuesday night, notice was sent to the club by a firm of lawyers in Manhattan that the men who have been caricatured under thinly veiled stage names had employed them to prevent the production and that injunctions would be secured from some Justice of the Supreme Court in Queens. The attorneys for the aggrieved politicians had not put in appearance up to the time courts closed yesterday.

The play tells the story of how the boss got away with the contracts to work off on the community "whitewashed macadam roads," "veneered" culverts and similar substitutes. Everything goes well until an aggressive young leader comes to the front who downs the old time bosses. This same young leader becomes enamored of the daughter of the boss and finally marries her against his protest.

In the moving pictures, a sewer gang is shown playing pinochle in a barroom beside foaming schooners of beer. Some of the tin horses and carts that appeared on the payrolls of the Highway Department are also shown.

Would Save $100,000,000 a Year.

WASHINGTON, April 17.—Secretary Wilson before the Senate Finance Committee to-day at the hearing on the free sugar bill, said that enough sugar beets could be grown in North Dakota to supply the United States with sugar and save the people $100,000,000 a year.

JULIA CARTER KILLS HERSELF WITH GAS

Young Philadelphia Society Woman Found Dead in Her Apartments.

REFUSED TO LIVE AT HOME

Mother's Entreaties and Threat to Stop Allowance Unavailing — Leaves Check to Pay Bills.

Special to The New York Times.

PHILADELPHIA, April 17. — Rather than return to her home in a secluded section of Overbrook, Miss Julia Carter, aged 34 years, a member of a family known in this city and New York, ended her life this morning at her apartments on the fourth floor of 216 South Fifteenth Street.

Her body was found after it was necessary to send a bellboy through a skylight to enter her rooms, the doors of which she had locked. She was sitting in an armchair, fully dressed, while gas was pouring from three open jets.

Miss Carter had been living at the South Fifteenth Street house since last September. It is said that she had been suffering considerably from a nervous ailment. This fact, coupled with the secluded position of her mother's home, City Line and Haverford Road, Overbrook, impelled her to move to the city.

It is said that her mother, Mrs. Henry Lewis Carter, has been repeatedly trying to induce Miss Carter to return to her, as she was lonely in the large Overbrook house, but Miss Carter refused. Yesterday afternoon Mrs. Carter went to the South Fifteenth Street house, and had a long interview with her daughter. She told her that she could no longer bear being separated from her, and pleaded with her for a long time to return, but her daughter remained obdurate.

Finally the mother is said to have declared that she would cut off the monthly allowance she had been paying her daughter. In spite of this her daughter refused to return home.

A note addressed to a sister contained two checks, one for $80, made out to Herman Fuchstager, and the other for $510, made out to the order of Miss Hester Carter. The note read:

"Dearest Het—Please pay the several small bills with checks made out in your name and keep the balance for yourself. With the other check for $80 please pay my landlord.
JULIA CARTER."

Miss Carter was entertained several days ago by Mrs. D. Webster Dougherty at the Bellevue-Stratford. She is a distant relative of Samuel Lewis, a widely known real estate man.

BLAMES CHRISTIAN SCIENCE.

Mrs. Balch Says Cult Divided Members of Her Family.

Mrs. Georgia C. Balch, who is contesting the will of her husband, Collins L. Balch, a celluloid manufacturer, who left the bulk of his $250,000 estate to his only daughter, Grace L. Balch, was confronted with her diary, written in 1908, when testifying yesterday before Supreme Court Justice Newburger. Mrs. Balch, who is 78 years old, spent several months in Bloomingdale State Hospital for the Insane as the result of a conspiracy by her daughter. She says she objected vigorously to answering questions about the diary, and Justice Newburger ordered her to answer. Mr. Bach's will was upheld in the Surrogates' Court, and the case on trial is in the nature of an appeal from this decision.

The diary for Feb. 25 contained this entry: "I am all alone with an unnatural mother, an epileptic daughter, and a vicious and criminal husband."

As this passage was read, Mrs. Balch exclaimed:

"Let me explain, let me explain. I wrote that on account of the soul torture we all suffered because that woman, Mary Robbins Mead, hypnotized my daughter, causing all the struggle. How the father fought to get her from that woman's influence, that divided a family that loved each other. It was all on account of that Christian Science."

Mrs. Balch admitted she had a silver plate in her skull, which had been placed there in her daughter's childhood. The plate replaced a bone broken by a blunt weapon in the hands of a burglar who had invaded the Balch home.

SUIT OVER LODGE DINNER.

Caterer Wants Money from Masons Who Say They Got No Food.

Henri C. Prince, former caterer at the Masonic Temple, but now owner of Ye Olde Tavern, brought suit yesterday in the City Court to recover $781.25 from the Maimonides Lodge, F. & A. M., No. 743. Earl W. Webb of 1 Madison Avenue, attorney for the plaintiff asserts that on Jan. 5, 1911, a dinner was held by that lodge at the Masonic Temple and that his client was the caterer. He says that Prince never received payment for his services.

The defendants maintain the dinner was incomplete and that more than half of the guests were not served, owing to the confusion. The caterer asserts that he was not able to serve the dinner because as fast as trays were brought into the dining room they were intercepted by the guests who sat near the doors, who took the food for themselves and prevented the people in the middle of the room from getting anything. Witnesses from the lodge testified that the trouble was all in the kitchen and that insufficient provision had been made for the large number of guests.

ATTACHMENT COST FORTUNE.

Miss Stewart's Affair Comes Up In Divorce Suit Against F. E. Baker.

The fact that Miss Elizabeth Stewart, great-granddaughter of Commodore Stewart, (Old Ironsides,) had lost a fortune of $25,000 through an attachment was revealed yesterday in the Supreme Court before Justice Greenbaum. Miss Stewart, who was an heiress and a belle in Baltimore and Washington society, is now a stenographer.

After hearing testimony that Miss Stewart was the companion of Francis E. Baker, a lawyer, who was indicted for despoiling her of her fortune, on the fifty-foot steam yacht Xara in 1907, Justice Greenbaum said he would give Mrs. Lily A. Baker the divorce she sought and the custody of her son, Francis E. Baker, Jr. Testimony as to Miss Stewart's voyage with Baker on the steam yacht was given by Thomas Patterson, the yacht's master and members of the crew. At the time she took the trip, she was reported to be engaged to Baker, who had kept the fact that he had a wife a secret from the fashionable circles in which he moved both in New York and Washington.

Baker was arrested more than a year ago on three indictments found against him in connection with the estate of Mrs. Mary Reeves Brinckle Stewart, over which he obtained control through his friendship with Miss Stewart, it was said. He was released in $15,000 bail, furnished by a surety company, after being arraigned before Judge O'Sullivan in General Sessions. Mrs. Stewart died in August, 1907, at Newark, N. J., leaving an estate valued at about $75,000 to her three daughters, Margaret and Elizabeth Stewart and Mrs. Francis S. Cocke, of Mobile, Ala., and her son, Charles Parnell Stewart. Miss Elizabeth Stewart was the executrix named in the will. Commodore Stewart's daughter, Delia, had married Charles Henry Parnell and was the mother of Charles Stewart Parnell, the great Irish leader.

In her complaint against Baker, which was heard by the grand jury, Miss Stewart declared that she had given one of two keys to a safe deposit box containing the securities of her mother's estate to the lawyer and that later the securities were missing. The indictments against Baker charged that he had sold the securities and deposited the proceeds to his own account in the Columbia Trust Company.

VAN NESS CASE GOES OVER.

Surrogate Warns Against Searching Into Motives for Matrimony.

Surrogate Fowler continued his hearings on the contested will of Cornelius H. Van Ness, a wealthy resident of Cornwall, yesterday morning. The Surrogate adjourned the case until Monday pending his decision on the question of admitting into the case a letter said to have been written to Mrs. Alice Wood Van Ness, third wife of the aged gentleman and principal beneficiary of his will, by Otto Pcbe, a medical student. Mrs. Alice Van Ness Parsons, daughter of Mr. Van Ness's first wife, who is contesting the will, is alleged wrong to get the letter before the court, in partial support of her allegation that the third Mrs. Van Ness encouraged Pobe's attentions after her marriage.

Surrogate Fowler said:

"Let us assume that Mrs. Van Ness may have committed some indiscretion in her life. All of us have. But she must not be called upon to justify all the acts of her life, merely because she is involved in this law suit."

The Surrogate also suggested that he would exclude other mater affecting the alleged circumstances of Mr. Van Ness's third marriage. He observed:

"Should we inquire into the underlying motives which prompt people to marry I fear we would place society in a rather dangerous position."

William A. Parshall of Port Jervis, Mr Van Ness's attorney, told the Surrogate that the testator at one time enjoyed an income of $40,000 a year from securities worth $849,000. It is the contention of the contestants that the third Mrs. Van Ness not only procured the execution of a will in her favor, but also stripped her husband of a great deal of his money before his death. Mr. Parshall testified that Mr. Van Ness never paid taxes on his great personal estate.

IN NEW JERSEY.

HACKENSACK.—The body of Mrs. Frederick Oelker of Hillsdale, one of the two women killed in the Harrington Park Church disaster Sunday, was buried yesterday morning at 10 o'clock in the Old Hook Cemetery at Westwood. Services were held at St. Andrew's Church, at which the Rev. Dean Cunneely of Hackensack celebrated the mass. The funeral of Mrs. Nicholas Ottignon, the other victim, was held yesterday afternoon at Westwood. Father J. T. Delehanty of the Westwood and Harrington Park Churches said yesterday that the complete number of the injured was twenty-one, and a majority of these have fractured legs. No further fatalities are expected.

Coroner C. S. Robertson of Tenafly will hold an inquest on the church fatalities on Saturday night at Harrington Park. The investigation will be conducted by Prosecutor W. J. Wright of Hackensack.

SOUTH ORANGE.—Incensed at the village Boar dof Trustees for closing up a saloon which was the only support of a widow, the People's Party in the village, which had not intended to oppose the faction now in power, which is called the Citizen's Party, has changed its mind and the leaders are hustling about getting candidates to run at the election next Tuesday. The victim of what the People's faction calls the arbitrary act of the board is Mrs. Bridget Gernan. The board gave as the reason for its action Monday night that the section where the saloon is located is turning into a residential locality and the saloon has outlived its usefulness. On the other hand, it is asserted that the locality is less residential now than it ued to be.

NEWTON.—Judge Lewis J. Martin has renewed all the liquor licenses of Sussex County on condition that the proprietors of saloons and hotels close their places at midnight hereafter and keep them closed until 5:30 o'clock in the morning. An exception to the order will be granted in cases where there is a dinner party or other gathering. Under such circumstances the proprietor may cater to his guests as long as they remain with him.

TRENTON.—Reversing the decision of the referee, United States Court Judge Rellstab denied yesterday the application of Harry Arenson, a Jersey City bankrupt, to be discharged. The case involved an interesting distinction of the words "untrue" and "false," and the Judge ruled that the defendant knowingly made an untrue statement with the intention of deceiving his creditors. The man contended that while it was untrue, itw san ot false, within the mearing of the bankruptcy act. Judge Rellstab held that the defendant had failed to prove the untrue statement was not made with intent to deceive.

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INTRODUCED by the *Arrow Collar* makers await inspection at your dealers. *$1.50 and $2.00*
CLUETT, PEABODY & CO., TROY, N. Y.

WE PRIDE OURSELVES
upon our ability to give satisfaction, not only in woolens and trimmings, but also in the style and fit of our garments. Suit or overcoat to measure from $20.00 to $40.00. A special line of serges, cheviots and worsteds. Coat and trousers to measure $17.00.
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Largest Tailoring Establishment in the World.

THERE is a lot of human interest in the actual difference between a Manhattan Shirt and any other kind. You notice it when you are putting the shirt on. Others notice it after you have it on.
Recognizing it in a big way has put us in the lead as shirt retailers. $1.50 to $6.
369 Broadway, 27 New; 241 Broadway, 58 Nassau; 757 Broadway, 150 Nassau; 1185 Broadway, 20 Cortlandt; 42nd and Fifth Avenue
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CHAS. BRUNO KILLS HIMSELF.

Head of Manufacturing Firm Had Been Long Ill.

Despondent because of his prolonged ill-health, Charles Bruno, President of the firm of Charles Bruno & Sons, manufacturers of musical instruments, committed suicide yesterday shortly before noon by shooting himself through the right temple in the lavatory on the second floor of his factory at 356 Broadway. He had been suffering for many years from a complication of diseases.

The shot was heard by employes, who rushed into the lavatory and found Mr. Bruno lying unconscious on the floor. Dr. Worthen of Hudson Street Hospital was summoned, but before his arrival the wounded man was dead. He was 67 years old, a widower, and had two sons, who were associated with him in business. He was regarded as very wealthy, and his firm was one of the best known in this country. He made his home at 125 Riverside Drive.

COULD FIND NO RELATIVES.

So Emilie Gebhard's Estate Goes to Charities and Friends.

The will of Emilie Gebhard of 81 Seventh Street, who died on March 28, was filed yesterday for probate in the Surrogates' Court. Her estate was valued at $17,000 realty and $5,000 personalty. She was brought up in an orphan asylum in Germany and left no relations.

It stated in papers, filed with the will that she had made frequent attempts to find out whether she had any relations. She had lived at the place she died ever since she came to America—a period of twenty-five years.

She left charitable bequests as follows: Bethlehem Orphan Asylum, $500; Trinity Church, $500; German Evangelical Lutheran Church, $1,000. The rest of her money she willed to friends.

Buy Red-Man Collars
EARL & WILSON.

DESTROY THAT BAD SMELL

No matter where it is, or what its cause, a pastille of Egyptian Deodorizer and Aerofume burned in the room will destroy all odor and leave the air sweet and clean.
THE PERFUME IS PLEASANT
It has a delicacy that is unusual in deodorizers. Travellers find it useful. A Box of 16 Pastilles with Holder costs 25c. Buy of your local dealer or send us his name and 25c for a box.
PAUL MFG. CO.
36-40 Fulton St., Boston
Sprayers of Cando—The Best Silver Polish.

HIPPODROME
6th Av., 43d-44th. Daily Mats. 2, seat Seats $1. Eve. 8.
NEW DURBAR Circus | Around the World
NEXT SUNDAY EVENING FAREWELL TO
TETRAZZINI
Seats Now on Sale. Hardman Piano Used.
MAXINE ELLIOTT'S Thurs., 39th, bet. B'way & 6th Av. Evs. 8:30. Mats. Wed. & Sat. 2:30. Mr. CHARLES HAWTREY in DEAR OLD CHARLIE.
Broadway Thurs., B'way & 41st St. Evs. 8:15. Matinees Wed. & Sat. 2:15. Reserved Seats 75c., $1, $1.50. Best Seats $2. Weber & Fields JUBILEE CO. Of 100 in "Hokey Pokey" and "Bunty Bulls & Strings."
PLAYHOUSE 48th, E. of B'way. Phone 3820 Bryant. Evs. 8:10. MATINEES: To-day, Sat. & Wed. Bought and Paid For
CASINO B'way & 39th. Beginning NEXT TUES. Seats To-day. JAS. T. POWERS in a new musical play, "TWO LITTLE BRIDES"
MANHATTAN O. H., 34th & 8th Av. Evs. 8:15. Mats. Wed. & Sat. 2:15. JOHN MASON in AS A MAN THINKS. Next Week, FORBES-ROBERTSON in The Passing of the Third Floor Back.
GRAND 23d St., 8th Av. | GET RICH QUICK WALLINGFORD. | Mat. Sat.
S. S. TITANIC LAUNCHING AND OFFICERS
"CAUGHT BY KINEMACOLOR." FIRST TIME IN ADDITION TO
THE DAZZLING, GORGEOUS DURBAR At THE GARDEN THEATRE, 27 St. & Mad. Av. 2:30 & 8:30. Popular Prices.
MINER'S 8th AVE. BOWERY BRONX — Every Day Bargain Matinee. Broadway Gaiety Girls. AMATEURS FRIDAY. NEW CENTURY GIRLS. WRESTLING TO-NIGHT. MINER'S AMERICANS. AMATEURS TO-NIGHT.
PLAZA, Thursday, April 18th, at 3:30 P. M. Elith Reumert will give a dramatic reading, Hans Christian Anderson. Misses Fuller will sing with harp accompaniment. Benefit of Jacob A. Riis Settlement. Tickets $1.50, 8 West 87th St., 151 East 56th.
Metropolitan O. H. SUN., APR. 28, AT 8:15. Seats $1 to $3. Carnegie Hall MON., APR. 29, at 2:30. Seats $1.50 to $3. NIKISCH AND LONDON SYMPHONY. Seats on Sale at HOWARD PEW'S, 121 W. 42d St. Phone 3339 Bryant.
COLONIAL Daily Mat. 25c. Gus Edwards' Revue, Cressy & Dayne, Wish Wynne & 7 Big Acts.
ALHAMBRA Daily Mat. 25c. 6th Big Anniversary 12—HEADLINERS—12
B. C. EMANUEL Offers ORLENEFF Week April 15, in Repertoire. Lipsin Theatre | 235 Bowery. Tel. Orch. 1488. Tdy., Czar Feodor Ivanovitch; Fri., Crime & Punishment.
OLD MASTERS EXHIBITION FROM LONDON, In aid of Dickens Fund, 19 East 52d Street. From 10 A. M. to 6 P. M.
THE FATHER—A HIT "It is certainly a play."—Acton Davies. Mats. Thurs. & Sat. Evs. 8:30. BERKELEY Theatre, 44th, near 5th Av.
Columbia B'way & 47th. Evs. & Sat. Mat. 25c-$1. Burlesque SOCIAL MAIDS, with George Stone. Smoking Matinee To-day 15c. 25c. & 50c.
OLYMPIC East 14th St. Phone 708 Stuyvs. Mat. To-day, SEATS 25c. A Home of High-Class Burlesque. TROCADERO BURLESQUERS. Amateur Night TO-NIGHT
5th AVE. B'way, 28th St. Daily Mat. 25-50c. Maid Tallaferro, Everett Shinn's Mellerdramer, Edwin Stevens, & 7 Big Acts.
HAMMERSTEIN'S — Big 17-Act Anniversary. Beals Baker, James J. Morton, Tempest & Sunshine, Bud Fisher, Yvette, & 14 others.
Baseball Tickets for Giants' opening game at Alexander's Theatre Ticket Office, Hotel Albany, B'way & 41st St. Tel. 2616 Bryant.

LAST WEEK | MADISON SQ. GARDEN TWICE DAILY, 2:15 & 8:15. Doors Open One Hour Earlier.
BARNUM AND BAILEY CIRCUS
& the new 1,250 Character Spectacle Success
CLEOPATRA
A World of Foreign Arenic Sensations.
ADMISSION TO EVERYTHING 25c & 50c Reserved Seats 75c., $1, $1.50. PRIVATE BOX SEATS $2.50. Box Office open 9 A. M. to 9 P. M. Children under 10 years Half Price to Afternoon Performances.
Branch Ticket Offices (Box Office Prices). Lehigh Valley Ticket Office, 1400 Broadway. N. Y. Central Ticket Office, 121 W. 125th St. Theo. Lohr's (two stores), 104 Lenox Ave. & 286 Grand St., and Wanamaker's Store.
ASTOR B'way & 45th St. Evs. 8:15. Mats. Wed. & Sat. 2:15. Wed. Mat. 50c-$1.50. THIRD BIG MONTH 'THE GREYHOUND